Proposed River Thames Marina Development: near Wallingford, Oxfordshire



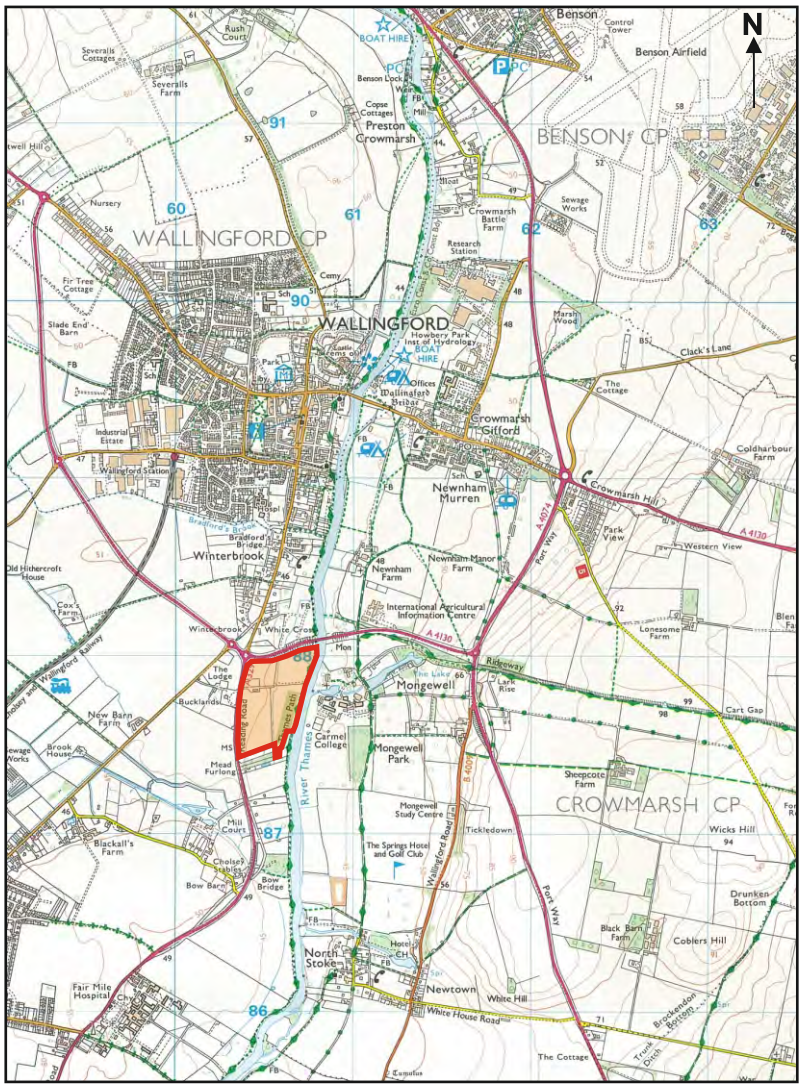

Non-Technical Summary (NTS)

Planning Application to allow the development of an offline River Thames marina basin with facilities buildings, boat workshop, floating pontoon moorings and new footbridge with construction phase involving the extraction and processing of sand and gravel, the importation of inert fill and the construction of new site accesses, landscaping and screening bunds.

April 2018

LONDON ROCK SUPPLIES LTD

Greenfield associates



Site Description

The proposed marina planning application covers approximately 19 hectares of land that lies within the Parish of Cholsey, in the County of Oxfordshire.

The proposed application area comprises agricultural land that is currently used for arable and livestock grazing purposes. There are no buildings on the site other than a derelict barn.

The site is bounded by the A329 (Reading Road) to the west and A4130 (Nosworthy Way - Wallingford By-pass) to the north, which is situated on an embankment. The eastern site boundary is formed by the southerly flowing River Thames, with a narrow strip of woodland forming the southern boundary.

There is one Public Right of Way (the Thames Path National Trail) within the landholding. This Public Right of Way travels north south along the bank of the River Thames.

The Marina Proposals

Include:

- New dedicated road access off A329
- New marina entrance off the River Thames
- New footbridge over the marina entrance
- Leisure and visitor moorings for 280 boats
- ~220 car parking spaces (public & secure)
- Marina office, shop and café/restaurant facility
- Accessible toilets, showers, laundry facilities

Environmental Impact Assessment

Independent specialist consultants have carried out technical studies using recognised techniques to evaluate the potential impacts of the proposed development. This work is called an Environmental Impact Assessment (EIA). The full results of these are published in the Environmental Statement (ES), which can be seen at the offices of Oxfordshire County Council, as well as on the council web sites.

This Non Technical Summary (NTS) highlights the main elements of the ES, thus for a more detailed comprehensive assessment of the proposals please consult the full EIA.

The Marina Facilities

Boat Maintenance & Facilities

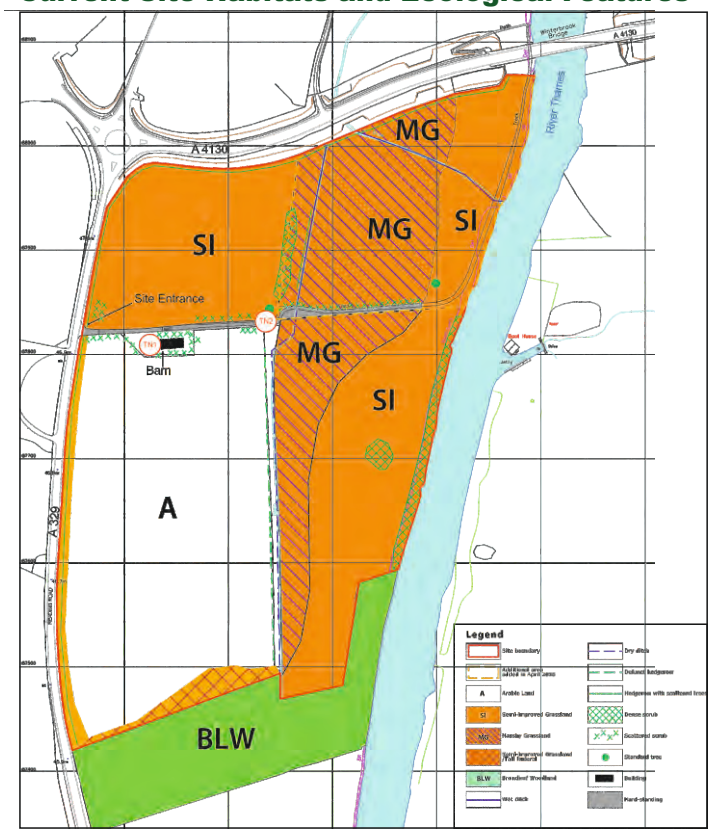
- Out of water workshop for up to 2 boats
- Marina Slipway
- Boat re-fuelling and pump-out dock
- Public Parking
- Secure parking for boat owners

Marina Recreational Facilities

- Marina Shop
- Café/ Restaurant
- BBQ and picnic area
- Dedicated area for canoe/kayak etc. hire
- Circular walking route linked to the Thames Path

Ecology

Current Site Habitats and Ecological Features



Assessment of Impacts:

The ecological specialists have concluded that the proposals will have no negative impact on the nearby AONB's.

There will be habitat loss to allow the creation of the marina water area. However, the restoration scheme would provide diverse and locally scarce (UK BAP) habitats such as a pond, wet woodland and reedbed habitat. The site restoration proposals are likely to have long term, benefits to biodiversity. The phased progressive restoration will allow certain habitats to recover quickly and swiftly re-colonise worked areas.

The assessment concludes that by implementing the recommended protection measures the proposed marina development will not have a significant impact on habitats or species.

Proposed Environmental Protection Measures include:

- Retention of vegetation and mature trees around the site boundaries.
- Maintain undisturbed habitat margins from extraction areas to site boundaries.
- Buffer Zone of 30m margin to the River Thames providing wildlife with continued habitat and foraging.
- Installation of bird, bat and barn owl boxes.

Public Rights of Way

Marina Entrance and Proposed Thames Path Footbridge

Groundwater, Surface Water & Floodrisk

Sand and gravel workings and marina development are classified as Water Compatible Development in the NPPF.

The detailed flood risk assessment has shown that the construction operations and marina development have no flood risk impacts on any third parties or downstream of the proposed development.

Flood Risk

All marina and construction phase plant and buildings will be located off the floodplain.

Flood modelling shows no increase in the water levels during the construction period and indicates a marginal reduction in flood water levels during the marina operation.

Groundwater

So the mineral can be extracted 'dry', it will need to be de-watered. De-watering and discharge during the construction period would be controlled under a permit issued by the Environment Agency.

Protection Measures

No working on the floodplain or discharge of water during flood warnings.

To maintain the integrity of the Thames riverbank a undisturbed buffer margin of 30m will be maintained.

Marina pontoons will float to rise and fall with changing water levels.

Thames Path:

The Thames Path will remain open through the construction period.

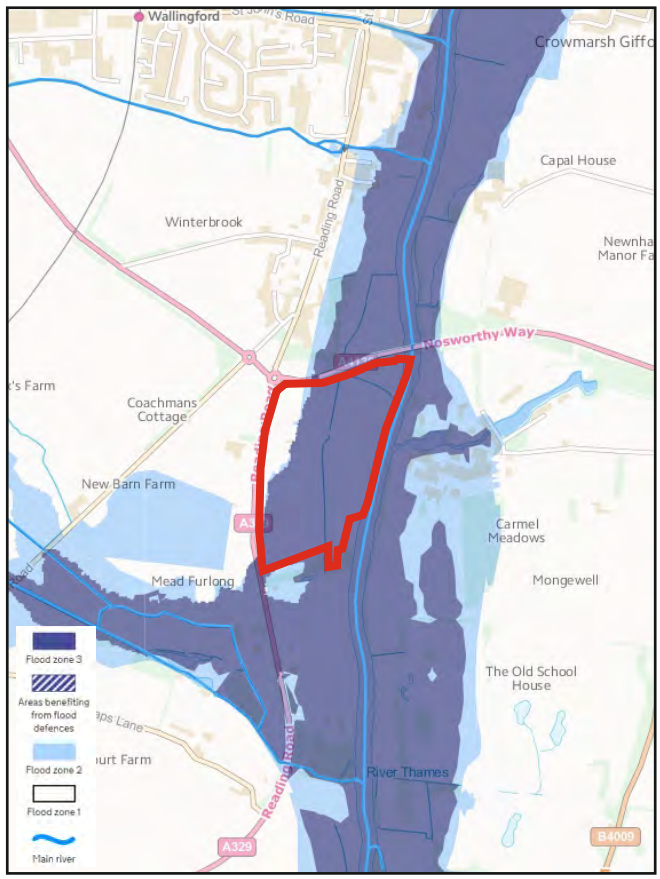
It is proposed that a footbridge is constructed over the marina entrance to provide continued access along the Thames Path.

This bridge will have very gently sloping ramps to ensure that the path remains easily accessible to the public. The land surrounding bridge will be landscaped and planted to provide a pleasant view.

Archaeology & Cultural Heritage

The cultural heritage assessment has concluded that the proposed marina construction and development is not likely to result in a significant impact upon the heritage assets within or near to the site.

Desktop and field studies have been undertaken and the potential impacts of the operations have been assessed. The results from the evaluation concludes that the archaeology present is not of such significance to preclude the proposed development.



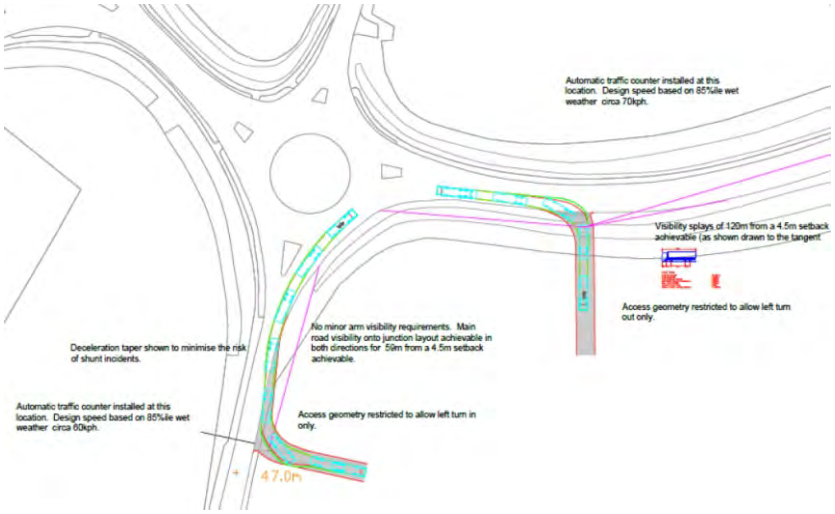
Environment Agency Flood Map for Planning

Highways and Transport

Construction Phase

The proposed access for the construction phase will be provided via a left in from Reading Road and left out onto Nosworthy Way (Diagram shown below). This arrangement would direct all construction traffic straight onto the preferred HGV routes as part of the strategic road network (A-roads and Motorways).

The additional movements created during the construction phase are predicted to equate to an increase of less than 0.6% on Reading Road and 0.3% on Nosworthy Way of the existing traffic flows.



Construction Phase Entrance and Exit design

Construction Phase Vehicle Movements

Sand & Gravel -Tonnes	550,000
Time period in years	3-4
Tonnes per year	140,000
Working days per year	245
Tonnes per day	571
Tonne capacity truck	20
Deliveries per day	28
Two-way movements	56
Deliveries / hr	3
Two-way movments/ hr	6

Average over 1 year

Marina Access

The construction entrance off Reading Road will be adapted to allow vehicles to enter and exit the site. The left turn exit onto the A4130 will removed on completion of the marina.

Marina traffic is likely to be seasonal and peak traffic will be on the weekends. Data suggests that peak traffic will occur on a Sunday afternoon, which would equate to on average 1 additional car on the road every minute.

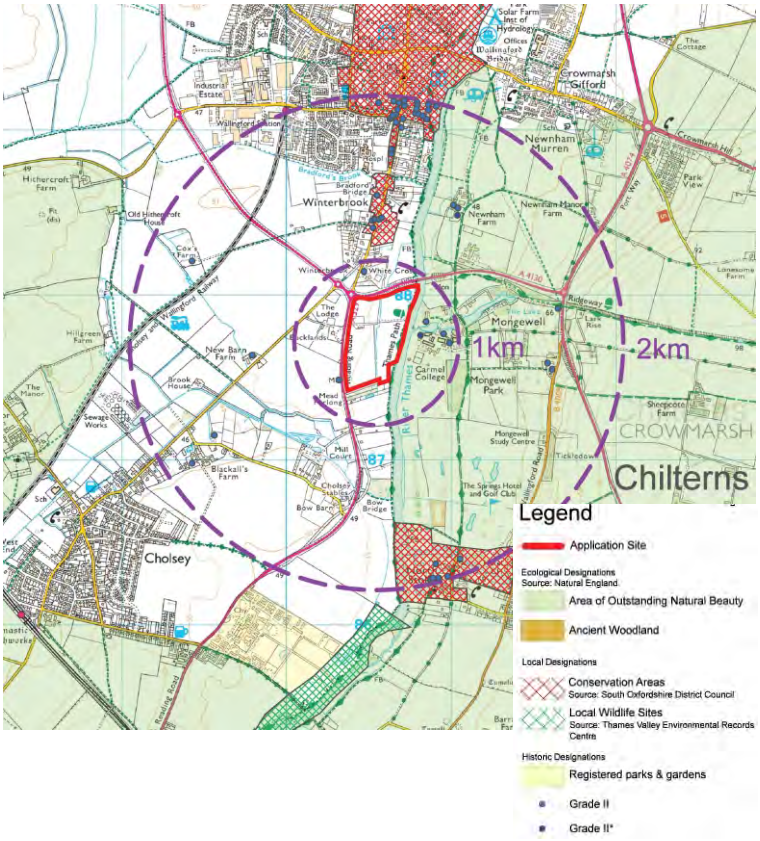
Landscape and Visual Impact

The proposed development that has been considered in respect of its potential effects on landscape and visual matters/ receptors involves two stages.
Stage A- a temporary period of marina construction
Stage B- the proposed permanent marina facility and its operations.

Overall it is assessed that the temporary Stage A will result in Slight to Moderate Adverse temporary effects. No Significant Adverse effects are assessed to occur as a result of the proposed marina development.

The site is generally well screened from existing and potential visual receptor views. However, the raised A4130 section, users of the Thames Path and boat users on the Thames may have views into the sight.

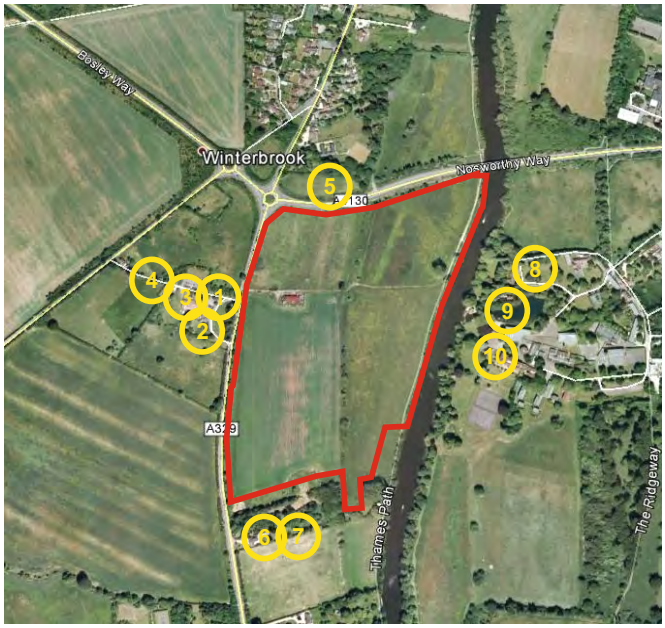
It is considered that both the Marina and New Barn Farm Quarry site are separately well contained within their individual landscape settings. It is assessed that no cumulative visual or landscape effects on either the physical fabric or character of the landscape or any special values attached to it would occur.



Air Quality

Standard best practice dust control measures, as described in National Planning Policy Guidance would be used on site. These would include agreeing a dust management plan with the Minerals Planning Authority and monitoring any dust emissions. The air quality assessments confirm that by using standard best practice and following relevant guidance there will be no air quality or dust issues created throughout the working and restoration phases of the site operations.

Background Noise and Dust Monitoring Locations



Soils & Agriculture

Over the whole application area (19ha), about 48% is identified as Best and Most Versatile and 52% is Grade 3b or lower.

It is considered that the overall value of the land following the marina development and landscaping around the basin margins will be significantly greater than the current situation, since the areas will contain a wide range of species and habitats that are considered a priority within the UK and Oxfordshire Biodiversity Action Plan.

The land is farmed for arable crops in only one field, with the remainder grazed by cattle during the summer months. The creation of new habitats, leisure and community facilities for both river users and the local residents will offset the loss the best and most versatile agricultural land.

RAF Benson - Safeguarding

The proposed site lies within the safeguarding area of RAF Benson, thus the operations must ensure that they do not present any potential hazards to aircraft in the local area.

All ponds and lagoons will be kept to a minimum and will be engineered to discourage flocking birds. The site restoration has been designed to create a balance between nature conservation, marina operations and bird strike hazard management.

Noise

During the construction phase, the processing plant will be located away from any residential property, situated near the site entrance and roundabout on the by-pass. It is predicted that there will be no noise impact from plant or loading of lorries.

All vehicles working on the site will have silencers that will be well maintained and all mobile plant will be fitted with white noise reversing alarms not reversing bleepers. Noise monitoring will be carried out on the site to assess the noise levels during operations.

Carefully located soil screening bunds will also ensure that no noise will be carried off site.

During marina operations, predicted noise levels will not create adverse impacts.

	Location	Existing Noise level (dB) $L_{A90,1h}$	Predicted worst case $L_{Aeq,1hr}$	Government Guidance L_{Aeq}
1	Elizabeth House	46	52	55
2	Mogewell Park Nursery	46	51	55
3	Coachmans Cottage	46	47	55
4	The Lodge, Wallingford Road	46	43	55
5	The Lodge, Winterbrook Lane	56	47	55
6	Winward House	45	54	55
7	Mead Furlong	45	54	55
8	Barrington Court	44	51	55
9	St John the Baptist Church	44	52	55
10	Spence Pavillion	44	50	55

A series of noise predictions have been made at noise sensitive locations around the proposed site, these have been assessed against the criteria set out in the NPPF (Government Guidance). All the predicted noise levels refer to 'worst case' scenarios, when the operations are undertaken at their closest distances to sensitive properties and therefore have the greatest influence on the noise levels at these locations.

The results indicate that the proposed operations can be undertaken without exceeding acceptable Government noise limits.

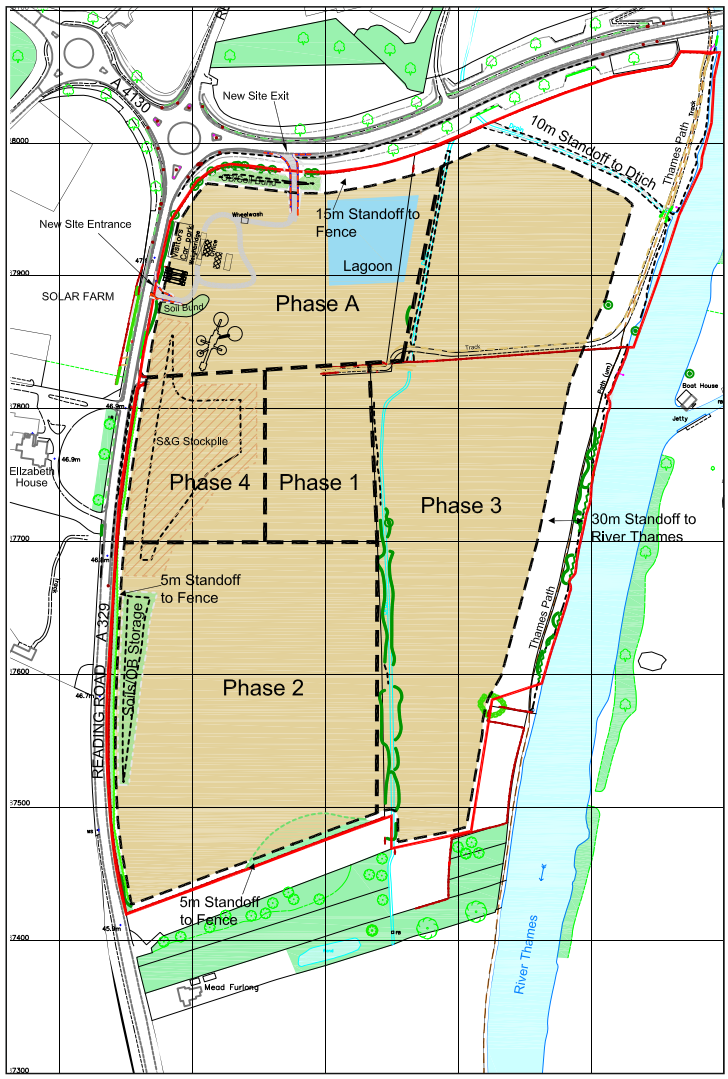
Monitoring noise levels during wash plant operations

Phased Extraction Scheme

Prior to any materials being dug from the site, infrastructure including a new site entrance, processing plant and lagoons together with internal haul roads would be constructed. Soils and clays will be stripped and stored around the perimeter of the site to be used in the site restoration.

Margins around the site boundaries would remain unworked to ensure no impacts to the boundary trees and hedgerows. The sand and gravel will be extracted in “campaigns” and the engineering works to create the marina basin will take place using imported inert fill materials.

Construction Phases and Layout



Construction Key Facts

- Marina constructed over 3-4 years
- Extraction area 15.5ha
- Extract 550,000 tonnes of sand and gravel
- Sales output 140,000 tonnes per annum
- Import 120,000m^3 engineering clay to line the base of the marina
- Marina basin water area 13ha
- Finalising restoration in final year
- Total development timescale 5 years

Construction Phase - Hours of Working

Monday to Friday	0700 to 1800 hours
Saturday	0700 to 1300 hours
Sundays & Bank Holidays	Closed

Typical Construction Works

Need & Alternatives to the Scheme

It is necessary to consider planning policies and any related guidance concerning recreational use and the environment of the River Thames and the surrounding area as part of the marina proposal. Government planning policy (within the NPPF) confirms support for sustainable tourism and leisure that benefit visitors in rural areas, communities and visitors, and which respect the character of the countryside. These proposals for the provision of a new marina facility, providing sustainable tourism and additional leisure based activities in a rural environment , are considered to be in line with local and government planning policy.

There are known to be a limited number of moorings surrounding Wallingford, with the closest existing facility for river bank moorings located at Benson, some 4km to the north. The nearest major marina facility to the proposed site is located at Abingdon, about 10km to the northwest.

Alternatives

- There are no available river bank areas located to the south of the site that do not lie within an AONB, for a distance of 10km.
- There are therefore no available suitable areas of land with adequate road access and available river frontage in the vicinity of the proposed Wallingford marina site.
- To the north the town of Wallingford restricts available river frontage and towards Abingdon other facilities are available.

Working With The Community

As part of the community liaison and engagement with local parish and town councils, a number of additional proposals are include as part of the marina scheme:

- Dedicated slipway for Wallingford Accessible Boat Club
- Potential for new boathouse and river access for Wallingford Rowing Club
- Open water area for local canoe, kayak users
- Angling area on parts of the river bank
- Circular walking routearound marina facility with disabled access

The Future

If planning permission is granted for this development, the operations would be monitored by Oxfordshire County Council and other specialist organisations.

The operator will commit to monitoring air quality, noise emissions and the local water environment to ensure that there will be no impacts from the proposed operations.

The marina will offer a range of leisure and water based recreational options for river users and the local community. The construction phase will also provide a short term benefit to the local building sector by providing raw material for construction and building projects.

Technical Advisers	
Air Quality	Vibrock Ltd
Archaeology	CgMS Ltd
Ecological Assessment	Pleydell Smithyman
Flood Risk	Edenvale Young
Geology & Geotechnical	Greenfield Associates
Hydrology & Hydrogeology	ESI Ltd
Land Classification & Soils	R.G.O Burton
Landscape Architects	Kedd Ltd
Noise	Vibrock Ltd
Planning Consultants	Greenfield Associates
Transportation	David Tucker Associates Ltd

For Further Information Contact:

Simon Rees
Greenfield Associates
1 Commercial Road
Keyworth
Nottingham
NG12 5JS

Tel: 0115 9372002
E-mail: admin@greenfield-associates.co.uk

The NTS will be available on the website:
www.oxfordshire.gov.uk
www.londonrock.co.uk/wallingford

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