Blue Haven Marine, Hillmorton Wharf, Crick Road, Rugby

Proposed Inland Waterways Marina including
New Marina Facilities Building, Workshop,
Associated Footpaths,
Landscaping and Car Parking

Statement in Support of
Planning Application

Prepared by
JMDA Ltd
Shaftesbury House
Orchard Street
Burton on Trent
DE14 3SJ
Tel: 01283 549547
E Mail: jmason@jmda.net
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**Introduction**

1. This statement supports an application for Detailed Planning Approval for the construction of an inland waterways marina including a marina facilities building, offices and boat workshop, a new road access, associated footpaths, landscaping and car parking.

2. The statement sets out the background of the proposal to comply with the practical and planning policies relevant to the development to enable Warwickshire County Council to fully consider all aspects of this application for planning permission and enable the grant of permission.

3. In the process of preparing this document and by consulting with British Waterways, Warwick District Council and Warwickshire County Council at an early stage, we have addressed the key issues surrounding the development and sought expert advice and assistance in respect of ecological environmental issues.

4. The statement is set out in 22 sections as follows:

   1.0 Executive Summary
   2.0 Site and Surroundings
   3.0 The Need for a Marina
   4.0 Justification for the Location
   5.0 Proposed Development
   6.0 Landscaping Assessment and Proposals
   7.0 Road Access
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   17.0 Sustainability, Biodiversity and Ecological Enhancement
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23.0 Appendices:
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1.00 Executive Summary

1.01 It is proposed to extend the existing 25 birth marina with 123 births to serve the Oxford Canal with facilities to support the marina for the benefit of boaters.

1.02 The marina will promote increase participation in outdoor recreation by all ages. The marina and footpaths will be designed to enable easy access for all members of the community, including wheelchair users and will compliment the increased activity on the canal network for boaters.

1.03 The marina accords with adopted planning policy governing development proposals at the site and will enable strategic landscaping to be introduced to enhance the visual appearance of the site and increase the biodiversity by the introduction of reed beds and aquatic planting.

1.04 The proposed buildings are of a modest scale and provide the minimum requirements in support of the marina. This includes a marina facilities building accommodating admin, toilets, showers and laundry.

1.05 The marina accords with the principles of British Waterways’ policy of promoting the development of marinas. The New Marina Unit has been recently established by British Waterways to meet the challenge for the construction of up to 9,000 additional moorings over the next 7 years, the equivalent of up to 45 x 200 berth marinas.

1.06 Currently, the Oxford Canal is congested with linear moorings and it is the policy of British Waterways to reduce such moorings where possible. Boaters are also anxious to find a place to secure their boats free of vandalism and where they may enjoy modern standards of amenities. Hillmorton is a popular area for overnight moorings and for security reasons many boaters look for marinas to moor overnight.
1.07 Hillmorton Wharf is an ideal location for the marina as it is in walking distance to the amenities offered in Hillmorton where there are shops, a post office, public houses and other amenities. It is also adjacent to the Royal Oak public house at the entrance to the marina.

1.08 As the proposals will only include facilities for the boaters the marina will generate little vehicular traffic or inconvenience to local residents.

1.09 Special attention has been given to complying with sustainable development and biodiversity, with particular emphasis on anti pollution measures, security and public safety in a waterside environment.

1.10 The development proposals accord with national and local policies as described under section 22 of this statement.

2.00 Site and Surroundings

2.01 The development site is to the east of Hillmorton and extends to 7.55 hectares including the land used for the placement of spoil. It is of generally flat agricultural land of overlying clay which is mainly used for arable and pasture.

2.02 The application site is situated in land immediately against the Oxford Canal on the non-towpath side, it borders the urban fringe of Hillmorton and approximately 400 yards South of Crick Road or A428.

2.03 A marina at this location requires no artificial water-holding embankments as the site is generally level and higher than the level of the canal. The excavation is therefore straightforward and able to be placed upon a low lying field to the east of the marina basin.

2.04 The marina development accords with the principles of Diversification of Farmland. This is an excellent example where agricultural use can continue to prosper, public access to the countryside will be extended and the land can be adapted to create additional income and employment to compliment the adjoining farm business.
2.05 Middlemarch Environmental Ltd has conducted a habitat survey for protected species, followed by detailed surveys in respect of great crested newts, bats, badgers and water voles. Their reports are attached to this statement.

2.06 We are now witnessing an unprecedented growth in the leisure market, with Warwickshire being seen as a “destination” for tourists. The attraction to visiting the canal is shared by the boaters and the general public alike.

3.00 **The Need for a Marina**

3.01 Demographic and lifestyle trends point to an acceleration of demand growth for waterborne leisure over the coming decade. According to British Waterways spending will increase 6-8% per annum – this would double the market size in ten years. There are a number of reasons to support this, namely increased leisure spending as real increases in personal disposable income feed through to discretionary expenditures, of which boating takes its fair share, and the growing importance of the grey pound which will benefit boating disproportionately. 80% of participants are 50 years or older and this number is expected to increase by a rate of 1.4% per year of the total population (600,000 per annum). This would mean an additional 2.1 million people in this age bracket by 2015.

3.02 Furthermore, demand for boat licences is expected to increase by 4% per annum over the next ten years, thus requiring an increase in the supply of mooring space, preferably in marinas because of the increased security and improved amenities. British Waterways believe that such is the demand for marina berths that 20% of current boats moored would convert to marinas if the location was right. In this context British Waterways believe that there is unmet demand to justify the construction of 6,500 additional inland berths throughout the canal and navigable river network. The recent downturn of the economy does not appear to have affected these predictions.

3.03 Nearly half of the boats moored on the canal network do not have a berth in a marina and there are long waiting lists. The average cost of a 60 foot narrow boat is in the region of £90,000 and the security of a marina is of prime importance to the owner. Many are currently forced to accept ‘on-line’ moorings or have “continuous cruising” status. British Waterways are also anxious to discourage on-line moorings which
causes congestion to boaters, erosion to the banks and disturbance to the wildlife along the canal.

3.04 British Waterways is unable to meet the demand out of its own resources as it is precluded by statute from raising external investment capital. Their New Marinas Unit was established in 2006 to assist private companies to construct marinas.

3.05 From evidence obtained from MDL (the largest marina operator in the UK) British Waterways, The British Marine Federation, The Royal Yachting Association and Humberts Leisure it is clear that the boating population looks for security, somewhere to lift out boats to undertake repairs and maintenance and a good set of amenities including shower and toilet facilities.

3.06 At a local level, the Oxford Canal runs from the Coventry Canal at Hawkesbury Junction, links up with The Grand Union Canal at Braunston Turn branching off again at Napton Junction ending at Isis Lock on the river Thames. It is therefore a popular canal on the waterways network and is within easy reach of large centres of population. Considering its current popularity the canal is poorly served for boating facilities and as a consequence there is a large number of linear moorings which causes congestion and concerns of security for boaters.

4.00 Justification for the Location

4.01 The location is ideally situated on the Oxford Canal where there is a strong demand for a quality marina.

4.02 The site is close to Hillmorton and within easy walking distance to shops, public houses and other amenities. It is immediately adjacent to The Royal Oak Public House.

4.03 Other potential sites along the canal are less suitable as they either have poor access, are a greater distance from settlements or have unsuitable topographical features.

4.04 The site will provide growth for the regions tourism sector.
4.05 The site is flat and close to the level of the canal avoiding embankments.

4.06 The site has good access to a large population and is a equidistant short drive from the M6, M45 and M1.

4.07 The agricultural land will benefit from rural diversification and increase biodiversity from aquatic planting.

5.00 Proposed Development

5.01 A Design & Access Statement is attached to this statement which outlines the design process for the marina and building, together with details of access for vehicles, boats and disabled persons.

5.02 The marina is designed to provide secure and readily accessible moorings including wheelchair users. The jetties are ‘fixed’ and not floating, offering a more stable and safe means of access to and from the boats.

5.03 The marina is designed with generally soft edges to simulate a natural body of water. The creation of shallows for planting of reeds and other aquatic plants are an important ecological and visual feature.

5.04 A marina facilities building incorporates an admin area, showers, toilets, laundry and small café. The facilities are considered to be the minimum amenities for a quality marina and are intended to be for the use of the boaters only.

5.05 The existing facilities include a service area for fuel and sewage pump out together with a boat sales office, a crane pad and two workshops.

5.06 The buildings have been designed to match materials and styles of local agricultural buildings.

5.07 The new marina facilities building and the existing facilities are essential and wholly ancillary to the principle of the outdoor recreational activity of the marina.
5.08 A landscaping scheme is proposed by creating plantations with footpaths suitable for the disabled with wheelchair access. The footpath will extend around the perimeter of the marina and the reed beds will create a wildlife habitat and enhance the appearance of a natural lake.

5.09 The road access off Crick Road exists and will not require altering or upgrading.

5.10 Car parking will serve those boaters who will be day visitors and those who wish to leave their cars for a long stay while they holiday on their boat. There is no intention to let residential moorings. Details of car parking are described below in section 8. Traffic movements are small and harmful emissions will be insignificant and likely to be no more than from present cars and agricultural vehicles.

6.00 Landscape Assessment and Proposals

6.01 The location of the extended marina is in open countryside off Crick Road.

6.02 The site is flat of arable and pasture farmland, bordered with mature hedgerows comprising broadleaved trees.

6.03 The proposals are designed to minimise any loss of trees by forming the marina. The new landscaping scheme will include an increase of the number of trees and hedgerow.

6.04 An important feature of the marina is to provide soft edges to the margins planted with coir rolls consisting of reeds and other aquatic plants, together with shallows to provide natural habitats which will create an informal lakeside appearance.

7.00 New Road Access

7.01 The existing road access has been discussed with the County Highways engineer with regard to visibility and safety. There should not be a requirement to alter or upgrade the access.
8.00 Car Parking Requirements and Traffic Movements

The purpose of this assessment is to forecast the traffic movements and car parking requirements at the proposed marina accommodating 123 permanent moored boats and 25 visitors’ boats. The figures below relate to peak times, ie between 2 pm and 3 pm on Sunday afternoons in July and August.

The figures are based upon other inland waterways marinas. JMDA Ltd have researched the traffic movements and car parking requirements at a 300 berth marina at Barton Turns, near Burton-on-Trent on the Trent and Mersey Canal and a 200 boat marina at Great Haywood near Stafford.

British Waterways have also provided figures based upon 3 marinas of differing sizes and facilities ie Sawley (River Trent), Upton on Severn (River Severn) and Goytre (Monmouthshire & Brecon Canal). The comparisons between JMDA figures and British Waterways are set out below:

8.01 Car Parking

*Taking British Waterways figures of car parking requirements at peak times (2.00 pm – 5.00 pm Sundays) based upon 100 boats.*

<table>
<thead>
<tr>
<th>100 Boats</th>
</tr>
</thead>
<tbody>
<tr>
<td>Visits to boats</td>
</tr>
<tr>
<td>Visits related to boat/equipment sales etc (non moorers)</td>
</tr>
<tr>
<td>Looking around (general public)</td>
</tr>
<tr>
<td>Catering visits (café/restaurant etc)</td>
</tr>
<tr>
<td>Other (including site management &amp; deliveries)</td>
</tr>
<tr>
<td><strong>Total</strong></td>
</tr>
</tbody>
</table>

*Taking JMDA figures from data received from marinas at Barton under Needwood and Great Haywood the number of visits to boats are greater, ie 14 instead of 11 per 100 boats. Research undertaken by the operators indicates how the figures are arrived, as follows:*
The visit to boats as a comparison to the number of berths is based upon:

10% of permanent moorings will be out cruising, leaving
40% of boaters who are not cruising will visit the marina once every week in July and August, i.e.

- 70% of those will visit weekends
- 70% of those will visit Sundays
- 80% of those will be there at peak times 3.00 to 5.00 Sunday

The figures below relate to the 148 boat marina at Blue Haven Marine. Whereas boat visitors and long term cruisers are likely to increase by 50% compared with a 100 boat marina, the marina at Hillmorton Wharf will not have a cafe. The marina will be located on the opposite side of the towpath and one would expect few local public to park at the marina to look around or visit the boat sales.

Thus adopting the higher figure of JMDA of visits by boaters at Blue Haven marine:

Visit to boats
Visits relating to boat sales
Looking around (general public)
Other (site management & deliveries)
Long term cruiser car park spaces
Staff and disabled persons spaces

Total allocation of spaces

47 car parking spaces are likely to be occupied during peak times. 72 car parking spaces are provided at Hillmorton Wharf. The numbers of spaces allocated would be more to provide a choice of location around the marina basin by those visiting their boats.

8.02 Traffic Flows

Considering the peak traffic flows (entering and leaving) per hour (3.00 pm – 5.00 pm Sunday afternoons)
Taking GJP Marina Development’s figures:

<table>
<thead>
<tr>
<th>Visits to boats</th>
<th>21</th>
</tr>
</thead>
<tbody>
<tr>
<td>Looking around (general public)</td>
<td>2</td>
</tr>
<tr>
<td>Long term cruisers</td>
<td>3</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>26</strong></td>
</tr>
</tbody>
</table>

During peak times (Sunday afternoons) it is unlikely that traffic movements would be made by staff, deliveries or those using the long term car park.

It is expected that hourly traffic flows in and out of the marina during the above peak period (Sunday afternoon) would be in the region of 40% of the above figure, ie **10 vehicle movements**.

### 9.00 Air Quality

#### 9.01

The site of the marina extension at present is used for agricultural purposes which includes tractor operations and spraying of agro-chemicals including herbicides and liquid manure. Some of these operations do have the potential to cause nuisance and pollution and such activities are controlled by the Control of Pollution (Agriculture) Regulations and guidance issued via the Air Code.

#### 9.02

The proposed use as a canal marina will not result in any adverse effects in terms of air quality. Activity at the marina itself is likely to be dispersed across the whole marina basin and in small numbers when compared to the number of berth spaces. For example it will be rare for more than two boats to be manoeuvring throughout the whole site at any given time.

#### 9.03

The existing workshop will provide a covered closed area for these works to take place, minimising impact of activities on neighbouring property.

#### 9.04

Other on site activity is not estimated to have any greater or cumulative adverse affect on air quality than the existing canal network.

#### 9.05

As is indicated in the previous section, the traffic movements are small and therefore emissions from vehicles visiting the marina are considered to be insignificant.
10.0  **Flood Risk Assessment**

Following consultation with the Environment Agency there is a requirement to complete a flood risk assessment. This is because the development is an area greater than one hectare and is a statutory requirement.

A copy of the flood risk assessment can be found at Appendix B and as can be seen from the conclusion, whilst the marina itself represents a significant body of water, the fact that it is a dug basin and not embanked means that the potential for flooding is minimised, indeed the marina will serve as a useful additional area of capacity should flooding become prevalent in the local area.

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11.0  **Archaeological Evaluation**

The Planning Archaeologist of Warwickshire County Council was consulted to assess the archaeological potential of the site and the impact that the proposed development would have upon any archaeological deposits which survive across the site.

Advice was given by the Planning Archaeologist that it is probable that this site has been in agricultural use since at least the medieval period. There is a potential for previously unknown archaeological deposits, pre-dating the medieval and later agricultural use of this site, to survive across this area.

It is considered that it would be appropriate for a programme of archaeological evaluative fieldwork to be undertaken prior to the development of this site. This evaluative fieldwork would help to establish the presence or absence of archaeological remains across the site, and, if present, their character, extent and state of preservation. This information would inform, if necessary, the development of a strategy to mitigate any negative archaeological impact that the proposed development may have.

This recommendation conforms with the approach suggested in the PPG 16 and reflects the District Council’s policies on archaeology and development.

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12.0  **Contamination Assessment**

There are no known or suspected contaminants on site. The current landowners have
owned the farm for many years are not aware of any industrial or manufacturing process on the application area prior to their occupation and there have been no such operations during their ownership.

Notwithstanding the above, the construction process will through its phased archaeological excavation remove topsoil and subsoil in a carefully controlled manner. Should, in the unlikely event any evidence of contamination be found then the appropriate protective measures would be taken and further advice sought from specialist contractors.

Lighting Assessment

The development will require very limited lighting so as not to intrude visually on the surrounding landscape. It will be necessary on health and safety grounds to have low level, low wattage pontoon lighting to prevent accidents as people reach their boats. There is no requirement to have the car parks floodlit, however, again low-level bollard lighting may be appropriate to illuminate obstacles and walkways.

Where possible these lights will be controlled by movement sensors to reduce unnecessary lighting. It is presumed that details of the lighting scheme can be approved by the council as a condition of a planning approval.

The new building will have external lights marking doorways but there are no plans to floodlight it in any way.
14.00  *Noise Impact*

14.01  A noise impact has been assessed for the proposed development and existing activities associated with the canal have also been considered.

14.02  As part of the scheme, the existing workshops provide enclosed repair facilities. The extended marina will not effect the existing operations and the net impact from the repair and maintenance operation will be minimal.

14.03  The boats themselves do not generate any significant noise even when moving. The engines are water-cooled and the closest boats to any domestic residence are those passing on the canal network itself.

14.04  Whilst moored, the boats take their power source from hook up points and there is no need for the engines to be run. Marinas are generally quite tranquil as they attract an older clientele. The site manager will be responsible for enforcing any incidents of noisy or antisocial behaviour. It has to be said that this is an extremely rare and even unheard of occurrence.

14.05  Given the quiet location of the site the effect of any third party noise can be virtually eliminated. There are no nearby activities to generate sufficient noise to warrant an intrusion on the proposed marina, its tranquil setting or hinder the customer’s enjoyment of the site.

15.00  *Site Waste Management Plan*

15.01  There is a requirement for pump out facilities to service the marina berth holders. Direct pump out of boat tanks will be to a holding tank which will be emptied via a tanker as the effluent tends to be mixed with chemical additives and therefore cannot be disposed of via an ordinary sewage system. Similarly, effluent from portable toilets will discharge to the same holding tank. Berth holders will be encouraged to use “green bleach” in the boat tanks.

15.02  The facilities building with its toilet and showers, will be connected to the main public sewer in Crick Road.

15.03  In addition to effluent waste, there is also the matter of rubbish. It is proposed that a
rubbish receptacle will be located in a fenced compound to avoid any visual intrusion. This will consist of removal portable bins and will be emptied on a weekly basis.

**15.04** In addition there will be a number of waste bins around the site to ensure that litter is not dropped. The Site Manager will be responsible for enforcing the overall appearance of the site and will be empowered to take any action against those persons seen to be depositing litter.

**16.00 Ecological Surveys and Assessments**

**16.01** Middlemarch Environmental Ltd were appointed to conduct an Extended Phase 1 Biodiversity Survey to establish potential habitats for protected species and this was followed with habitat assessments and detailed surveys where appropriate. The survey reports can be found at Appendix C.

**16.02** Protected species surveys conducted included great crested newts survey, badger survey, bat surveys and otter and water vole survey.

**16.03** Hedgerow removal has been necessary between the existing marina basin and the extended basin. The proposed landscaping scheme indicates the planting of some new hedgerow along the length of the marina giving privacy and a screen from the canal.

**17.00 Sustainability, Biodiversity and Ecological Enhancement**

**17.01** The proposals comply with sustainable development and biodiversity in accordance with National and local policies. The scheme has strategic relevance and benefits as outlined in the following sub-sections:

**17.02** The creation of a pleasant environment for the benefit of boaters, walkers and a wide community. The planning and design of the marina and ancillary buildings has been developed from the experience of previously completed marinas, designed and project managed by the Agent – at Barton Turns Marina, near Burton on Trent, St Mary’s Marina, Rufford, West Lancashire and Great Haywood Marina, Staffordshire which are of a similar nature where the general public enjoys access around the marina whilst providing restricted access to the moorings.
Canal boats are in themselves a sustainable form of transport using relatively little fuel travelling under 4 mph and providing an opportunity for people to holiday at home and thus avoid potentially environmentally harmful airline flights. The emphasis on the development is in keeping with the natural landscape and provides additional features of interest.

The alternative to the marina basin is to continue with linear mooring. This is unsustainable in the long term due to a change in British Waterway’s policy but also due to the potential damage that can be done to canal embankments both in terms of permanent mooring but also through accessing the boats. In addition, linear mooring, as the equivalent of on-street parking, detracts from the overall visual appeal of the canal for boaters and walkers alike.

The facilities building will be constructed in an energy efficient manner incorporating low energy lighting wherever practical and well insulated to achieve aspects of Part L2 of the Building Regulations.

The use of sustainable and renewable timber for the construction of the jetties. Timber will be sourced locally and will have been certified under the Forestry Stewardship Council (FSC) principles and criteria. No wood will be treated with preservatives containing pentachlorophenol, lindane or tributyltin oxide. The piles supporting the jetties will be of recycled galvanised steel road barrier piles, not visible as they will be below the water level.

The marina will create a pleasant environment and conditions for the quality of life of those employed on the site.

The development will attract employment and long term business and investment to the rural economy.
17.09 Waste management will be adopted during the construction process and when the marina is operated.

17.10 There will be provision of a safe environment for boaters and general public. Rigid, slip free jetties, perimeter reed beds (which discourage people walking too close to the waters edge), life belts and strategically placed rails will all be provided, as well as escape ladders from the marina basin.

17.11 Wetlands areas will be created by constructing shallows adjacent to the marina basin, which will provide spawning and breeding grounds for aquatic insects and birds. The perimeter of the marina will generally be planted with a margin of reed beds to create a natural waterside appearance and provide a habitat for aquatic plants and insects.

17.12 Additional native broadleaved trees and hedgerows will be planted to enhance the appearance of the marina and to increase biodiversity.

18.00 Proposed Renewable Energy

18.01 Measures are proposed to reduce the carbon footprint, save energy resources and where possible, to reduce or avoid the use of fossilised fuels. A high level of thermal insulation to the building will be adopted.

18.02 “Grey water” to flush WC’s will be extracted from the marina. Water from rainwater from the roofs of the buildings will be discharged directly into the basin with British Waterways approval which will more than compensate for the water extracted.

18.03 Re-cycled materials will be used where possible including re-cycled galvanised motorway crash barrier piles to the jetty piles, which will not be visible as the piles will be below water level, and re-cycled crushed brick to the proposed footpaths.

19.00 Anti-Pollution Measures

19.01 The pump-out system, which removes sewage from holding tanks in the boats together with the sewage emptied from portable toilets, will be discharged direct to a tank and collected at regular intervals by a specialist company.
19.02 The marina operator will impose strict regulations upon the boaters to prevent pollution to the water from boats.

20.00 Site Management and Security

20.01 The marina manager will be responsible for the administration of the business, health and safety, supervision of the moorings, managing the workshop and site security.

20.02 Access to vehicles will be restricted to opening hours with a barrier near the road entrance to the site past the The Royal Oak public house. Boaters and overnight visitors will be able to access the toilets and showers in the marina facilities building at any time using pin coded access.

20.03 The marina will be supervised 24 hours, 7 days a week for reasons of security and health and safety. The marina manager or warden will reside on a boat, the only “residential” boat to be permitted.

21.00 Employment and Socio-economic Impact

21.01 The marina will increase employment opportunities in the locality during the construction and operational phases.

21.02 Local suppliers and contractors will be used during the construction phase and local materials used wherever possible.

21.03 Once the marina is extended, there will be a requirement for additional support staff. In addition, the existing workshop facilities will require 1 or 2 additional maintenance engineers.

21.04 Therefore the proposal will have an extremely beneficial impact on the local rural economy. In addition the customers based at the Marina will also make use of local facilities providing further trade and a much needed boost for local shops, public houses and businesses.
22.01 National and Local Policies

Introduction and Background

National, District and Local planning guidance regulates development in the United Kingdom and has a specific impact upon this application for a canal marina at Blue Haven Marine, Hillmorton Wharf, Rugby.

At a National level, Planning Policy Statement 7 – ‘Sustainable Development in Rural Areas’ gives guidance on the planning policy for areas of open countryside.

PPG 21 – ‘Tourism’ gives guidance on tourism development in rural areas.

At Regional Level, The West Midlan Regional Assembly, through Sustainable West Midlands has produced the Regional Sustainable Development Framework which sets out sustainable development objectives for the region.

At a District level, Rugby District Local Plan contains policies, which directly affect the proposal.

22.02 National Planning Guidance

PPS7

Planning Policy Statement 7 ‘Sustainable Development in Rural Areas’ sets out the Government's planning policies for rural areas, which local authorities should have regard to when preparing local development documents and when taking planning decisions.

PPS7 promotes sustainable economic growth and diversification in rural areas and the continued protection of the open countryside to the highest level or protection for our most valued landscapes and environmental resources.

The proposed development meets several key Government objectives, set out in PPS7
(i) To raise the quality of life and the environment in rural areas through the promotion of:

– **thriving, inclusive and sustainable rural communities**, ensuring people have decent places to live by improving the quality and sustainability of local environments and neighbourhoods;
– **sustainable economic growth** and diversification;
– **good quality, sustainable development** that respects and, where possible, enhances local distinctiveness and the intrinsic qualities of the countryside;

The marina at Hillmorton Wharf, Rugby will provide employment and business opportunities in the rural area. In addition PPS7 states the Government also wish to;

(ii) To promote more **sustainable patterns of development**:

– focusing most development in, or next to, existing towns and villages;
– preventing urban sprawl;
– discouraging the development of ‘greenfield’ land, and, where such land must be used, ensuring it is not used wastefully;
– promoting a range of uses to **maximise the potential benefits of the countryside** fringing urban areas; and
– **providing appropriate leisure opportunities** to enable urban and rural dwellers to enjoy the wider countryside

We believe that the location is suitable for this form of development, the site itself can be clearly defined and contained within existing physical boundaries. The land not used for the basin will be sympathetically landscaped to ensure that the development is appropriately screened whilst at the same time enabling informal recreation to take place.

The development provides a unique form of sustainable development, encouraging as it does a greener form of recreation and providing opportunities for urban and rural dwellers to access the countryside.
PPG21

Planning Policy Guidance 21 ‘Tourism’ outlines the economic significance of tourism and its economic impact. It explains how to deal with the topic in development plans and development control. It also discusses the impact of tourism, the nature of tourist activity and likely future trends, while showing what the planning system can do to cope with it.

PPG21 makes general reference to the fact, within para.5.26 ‘The Countryside’;

‘Rural areas, through the beauty of the landscape, apparently less intensive lifestyle and obvious historic continuity of buildings, attract a growing number of tourists.

Appropriate development to meet the needs of these visitors is essential for both the local and the national economy, but it must respond sensitively to the local environment, demonstrate high standards of design and be appropriate in scale and location.’

Hillmorton Wharf, Rugby Marina meets all these criteria, providing a base for visitors to moor their boats and enjoy the canal network,

Within Para 35 ‘Tourist and visitor facilities’ PPG21 States;

35. The provision of essential facilities for tourist visitors is vital for the development of the tourism industry in rural areas. Local planning authorities should:

(i) plan for and support the provision of general tourist and visitor facilities in appropriate locations where identified needs are not met by existing facilities in rural service centres. Where new or additional facilities are required, these should normally be provided in, or close to, service centres or villages;

(ii) allow appropriate facilities needed to enhance visitors’ enjoyment, and/or improve the financial viability, of a particular countryside feature or attraction, providing they will not detract from the attractiveness or importance of the feature, or the surrounding countryside.
The RSDF states:

**The goal of sustainable development is to enable all people to satisfy their basic needs and enjoy a better quality of life, without compromising the quality of life of future generations. A sustainable society is one that uses resources efficiently and sensibly; treats the environment responsibly and sensitively; meets social needs in a way that is fair and enables people to take part in and influence decisions that affect them; and where economic success is a means to maximising wellbeing for all rather than an end in itself.**

It is considered that the marina development meets the objectives of sustainability in the context of the above statement, as described under Section 18 above.

In particular, the development delivers the objectives of the following items as detailed in the RSDF:

**Sustainable consumption and production**

1.1. *Use natural resources such as water and minerals efficiently, including by incorporating efficiency measures into new land use and developments, redevelopment and refurbishment*  

“Grey water” will be provided for flushing toilets.

1.2. *Promote and support the development of new high value and low impact technologies, especially resource-efficient technologies and environmental technology initiatives*  

1.3. *Promote and ensure high standards of sustainable resource efficient design, construction and maintenance of buildings, both new build and existing stock, where possible exceeding the requirements of the Building Regulations*  

The construction of both the proposed buildings meets these objectives in terms of the use of materials, heating and hot water systems, and level of insulation proposed.

1.4. *Increase use of public transport, cycling and walking as a proportion of total travel in order to reduce road traffic congestion, pollution and accidents, and improve health through increased physical activity*
1.5. Ensure development is primarily focused in the major urban areas, and makes efficient use of existing physical infrastructure and reduces need to travel, especially by private car

The location of the marina will be sufficiently close to Hillmorton to meet this objective.

1.6. Encourage and enable waste minimisation, reuse, recycling and recovery to divert resources away from the waste stream, including the use of recycled materials where possible

Bins for re-cycled waste will be provided within the fenced compound for use by the boaters.

1.7. Encourage local sourcing of food, goods and materials

Local materials and labour will be used for the construction process where possible.

1.8. Achieve a strong, stable and sustainable economy and prosperity for the benefit of all the Region’s inhabitants

The strong economic viability for a marina in this location will be of benefit to the users and the local community.

22.04 The following clauses of the Rugby Borough Local Plan which covers the period 1996 - 2011 are relevant to this application and each accord with the proposals as described in the previous sections of this supporting statement.

Policy LR7 – indoor and outdoor sport and recreational developments.

Outside the Town Centre such development will only be permitted where there is a need for the development, which cannot be met within the Town Centre…providing that:

It would not be detrimental to the vitality and viability of the Town centre.

Development outside the urban area of Rugby is appropriate to its village or countryside location.

1. The development is on previously developed land or a full assessment of such has been undertaken which fund them to be unsuitable.

Policy LR10 – tourism and visitor facilities and attractions

The above provisions for Policy LR7 also apply for Policy LR10.

The proposals compliment the recreational activities and public access to the canal Network
Policy GP1 – Appearance and Design of Development

Planning permission will only be granted for development, which safeguards or creates an attractive, interesting and, where appropriate, a varied and diverse environment. In particular proposals for development should:

1. Be integrated with any settlement of which it would be part and be consistent and compatible with the scale and form of settlement.
2. Provide an attractive and appropriate transition between the development and adjacent land, including the countryside.
3. Be compatible with adjacent land uses and promote, where feasible, a pattern of mixed and complementary uses, which contribute to the vitality of an area.

Policy GP2 – Landscaping

The landscape aspects of a development proposal will be required to form an integral part of the overall design. A high standard of appropriate hard and soft landscaping will be required. All proposals should ensure that:

1. Important site features have been identified for retention through a detailed site survey;
2. The landscape character of the area is retained and, where possible, enhanced;
3. Features of ecological, geological and archaeological significance are retained and protected and opportunities for enhancing these features are utilised;
4. Opportunities for utilising sustainable drainage methods are incorporated;
5. New planting comprises native species which are of ecological value appropriate to the area;
6. In appropriate cases; there is sufficient provision for planting within and around the perimeter of the site to minimise visual intrusion on neighbouring uses or countryside; and
7. Detailed arrangements are incorporated for the long-term management and maintenance of landscape features.

Policy GP5 – Renewable Energy

The provision of renewable energy schemes will be encouraged where careful consideration has been given to design, layout and siting in the landscape. Planning permission will be granted where no material harm would result in relation to residential amenity and the environment.

Policy GP8 – Access for people with disabilities or impaired mobility

The proposals accord with the above policies and do not conflict with Policy QP10 – Flooding and surface water drainage, GP11 – Pollution control or GP12 – Air quality control

The proposals conform to Policy ED 11 – Farm diversification

The Core Strategy sets out to “assist the positive development of the rural economy” and to “ensure the efficient, effective and sustainable use of land”.

Planning permission will be granted for development to which the public would have
access, where it is designed to provide safe and convenient access for people with
disabilities, or impaired mobility, including:

1. A layout and design which facilitates ready access to buildings and facilities
within the development and
2. The use of appropriate surface treatments, and

Policy E6 Biodiversity

The Borough Council will seek to safeguard maintain and enhance features of ecological
and geological importance, in particular priority habitats / species and species of
conservation concern.

Developers will be required to take measures during the development process to prevent
the disturbance of wildlife and to make provision for the protection and subsequent
retention of natural features and necessary supporting habitats such as ponds,
hedgerows, ditches and trees which are to be retained. Where loss of habitat is
unavoidable, adequate mitigation measures should be undertaken and only where this is
not possible, adequate compensation measures should be implemented.

Where necessary the Borough Council will seek long term management plans, which
will be secured by planning conditions or obligations.

Policy E8 – Ecological habitats and geological features

The retention, protection, management, and where appropriate, creation of wildlife
habitats and geological features will be pursued in order to improve ecological
diversity, contribute to geological science and assist in achieving Biodiversity Action
Plan targets.

The proposals accord with the above including Policy E4 – Development with
Agricultural land

The development includes the planting of trees and hedgerows in accordance with
policy E9 - Development affecting trees and hedgerows.

The canal corridor is a conservation area and the development accords with Policy
E10 – Development in conservation areas.

Measures will be undertaken to monitor the initial topsoil strip to accord with Policy
E16 – Development and archaeology.

23.00 Appendices

The following schedule lists the documents, which form part of this planning application:

Appendices:

• A -Design & Access Statement
• B -Flood Risk Assessment
• C- Ecological Surveys of Middlemarch Environmental Ltd
• D- Drawings

Drawings:
• Site location plan
• Proposed site layout plan
• Proposed surfacing plan
• Cross section through site
• Proposed landscaping plan
• Proposed plans and elevations of Facilities Building