**From:** Stephen Rice [<mailto:stephen@sbrice.co.uk>]   
**Sent:** 22 May 2019 10:48  
**To:** Clare O'Hanlon  
**Cc:** David Jackson; Rowan Adams; Mike Goode  
**Subject:** 18/00904/F – Proposed Marina, Glebe Farm, Claydon, OX17 1TD

Dear Clare  
   
The purpose of this email is to respond to the letter you have received from Banbury Sailing Club dated 14 May 2019.    
   
Their letter confirms that the Canal and River Trust own Boddington Reservoir which was completed in 1805 to supply water to the Oxford Canal.  
   
We assume that Banbury Sailing Club are allowed to operate from the reservoir as a tenant to the CRT.   
   
As part of the new marinas process operated by the CRT the applicants submitted detailed information to the CRT relating to the proposal prior to preparation and submission of the planning application.  As part of the assessment carried out by the CRT a Stage 2 Water Resources Study was completed which assessed a proposal to build a 250 berth marina at Glebe Farm.  The study concluded that the impact would be minimal and therefore deemed acceptable.  
   
Since the Water Resources Study was carried out the proposal has been amended with a reduction of proposed berths from 250 to 192 thereby placing much less demand on water resources within the canal.  
   
Whilst the applicants are sympathetic to any problems that the Sailing Club may be experiencing, they do not believe that it is reasonable for the Club to object to the proposed marina on the grounds of water resource as the CRT have already carried out a detailed study on the basis of 250 berths and concluded that the impact would be minimal and therefore acceptable. The reservoir was also originally constructed to provide water for the canal, not as a facility for a sailing club.  
   
It would appear from the letter that the reservoir is fed by local watercourses, in our experience, when still water bodies such as a reservoir are fed with streams and rivers they will, over time, silt up.  Given that the reservoir was originally constructed in 1805 a considerable amount of silt will have accumulated within the water body during that period of time.  
   
It would appear, therefore, to us that the problem of depth being experienced by the Sailing Club is due to the build up of silt within the reservoir rather than lower water levels. The CRT are legitimately allowed to draw water from the reservoir to serve the canal as this was the very reason for the reservoirs construction in the first place. Boat movements on the canal would also have been greater in the past when the canal was used for commercial transport.  
   
We do not therefore feel that this objection is made on valid planning grounds and should therefore be set aside.  
   
Yours sincerely,  
   
Stephen Rice

**Stephen Rice MRICS  
Director**  
  
  
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