APPLICATION NO:

CON/2002/7198

LOCATION:

Caversham Lakes Henley Road, Eye & Dunsden Reading.

APPLICANT:

Caversham Lakes Trust Ltd C/O Arup Economics & Planning

PROPOSAL:

Consultation from S Oxfordshire District Council on application to construct a National Olympic rowing training course and associated boathouse with ancillary facilities.(Amendment to planning consent P00/S0273)

EARLIEST DATE FOR DECISION: **13/08/2002**

APPLICATION WILL HAVE EXPIRED ON:
20/08/2002

RAISED CONCERNS

CASE OFFICER: **Tanya Davies**

OBS RAISED 15/9/02

Tel: (0118) 974 6229 (Direct Line)
E-Mail: tanya.davies@wokingham.gov.uk
Date: 15 September 2002
My ref: TD/con/ 2002/7198
Your ref: PO2/S0053

Ms P Fox
Planning Manager (Southern Area)
Council Offices,
Crowmarsh Gifford, Wallingford.
OX10 8NJ

Environmental Services Department
Planning Services
P.O. Box 157
Shute End, Wokingham
Berkshire RG40 1WR
Fax: (0118) 974 6484
Minicom No: (0118) 974 6991
DX: 33506 – Wokingham

Dear Ms Fox

Construction of a National Olympic Rowing Training Course and Associated Boathouse and Ancillary Facilties, (Amendment to Planning Permission P00/S0273). Caversham Lakes. Henley Road, Eye & Dunsden.

Application P02/S0577

Thankyou for consulting on this application and I apologise for the delay in responding.

Traffic
I write to inform you that Wokingham District Council is concerned about the increase in traffic arising from the amended proposal. Whilst the increase in traffic might be small, it is felt that any increase in traffic across Sonning Bridge will exacerbate an already congested and over used route.

River Crossing
The District Council is also keen to ensure that construction of the rowing lake does not prejudice the possibility of a third river crossing. I believe that there is a covenant on the land that relates to this issue and would be grateful if you would bring this to the attention of the applicant.

I would be grateful if you would send me a copy of the decision notice in due course.

Please contact Tanya Davies with any queries.

Yours faithfully

Trevor Watson
Development Control Manager

CONSULTATION FROM NEIGHBOURING AUTHORITY.

WORK SHEET FOR : Tanya Davies

Application Number : CON/2002/7198
(Consultation from SODC their ref P02/S0577)

Applicant : Caversham Lakes Trust Ltd

Location : Caversham lakes, Henley Road, Sonning Eye, South Oxfordshire

Proposal : Construction of a National Olympic Rowing Training Course and Associated Boathouse and Ancillary Facilities (Amendment to Planning Permission P00/S0273)

Site Notice Displayed ? : YES ☐ NO ☐ DATE ☐

Date of Neighbour Notifications :

Date of Site Visit :

Date Registered :

Earliest Date for Decision :

Consultation Responses :
Highways: no objection.

Minerals Issues: no comments.

Sonning Parish Council: concerned about the proposed increase in the size and impact of the proposal (especially in terms of traffic generation) and concerned about the height of the bund. The Council is states that there is no indication that their concerns about flooding have been addressed.

Earley Parish Council: no objection.

Councillor G Cowan: concerned about additional traffic on Sonning Bridge.

Councillor N Rose: no objection, however need to inform SODC that additional traffic is adding to an already congested area. The most important consideration is to record that there should be no assumption in the minds of the developers and operators that they can 'block' a 3rd Thames Bridge just because they are there first.

Planning History :
The application site is located at Caversham Lakes, an area of gravel extraction adjacent to the river Thames which has been worked by Lafarge Redland Aggregates since the 1970s.

Planning Permission was granted in December 2001 for engineering works to the Caversham lakes to enable the construction of a new rowing course. This application also included ancillary facilities (such as a rowing centre, parking etc) and the enlargement of an existing marina at Caversham Lakes off Henley Road. The enlarged marina would provide room for 326 rivercraft and 149 narrow boats and provide additional parking for marina users. The application also contained a wharf facility for the Environment Agency.

WDC objected to the proposal primarily because it was concerned that the scheme prejudiced the possibility of an additional river crossing in this area.

Proposal
An application has been submitted to amend the approved scheme. In essence there are 2 main changes to the scheme which arise from the need to meet the requirements and specifications of the ARA (Amateur Rowing Association). The ARA now intend to use the centre as their national training facility and for training the Olympic team.

For the ARA to use the centre, they need:

- A **larger boathouse** to accommodate changing rooms, Gym facilities, covered storage, rest areas for athletes and office space. it is therefore proposed to construct a 1730m^2 boathouse as opposed to the 757m^2 boathouse approved. It is also felt appropriate to change the design of the building to better reflect its status as a national Olympic training facility.

- The **bunds revised**, firstly the removal of the connection of the northern bund with Sonning Eye and secondly, access for vehicles along the entire length of the bund. This access is needed for coaching, videoing boats and to provide emergency access.

The application suggests that these changes will result in a maximum of 14 extra traffic movements per hour during peak periods. The application states that these are minimal when in relative terms a total of 3320 vehicles use the junction during the morning peak hour.

Appraisal :
Highways have not raise any issues about the increase in traffic, it is therefore diffcult to substantiate an objection. However 'concerns' can be raised about the increased traffic exacerbating an existing traffic congestion problem.

Recomendation : raise concerns about increased traffic resulting from the proposal and include 3rd Thames river crossing issue.

Yanya Sais.
16.9.02.

South Oxfordshire District Council

Roger Davies, Head of Corporate Support
Council Offices, Crowmarsh Gifford
Wallingford, OX10 8AX

Tel : (01491) 823423, Fax : (01491) 823605

Contact Officer : Susan Pinkstone
e-mail : public.speaking@southoxon.gov.uk

PLANNING SERVICES	HPT 61053
POL	TLS
DC	
CS	

16 SEP 2002

COPIES TO	ACK:
	FILE:

Our Reference : PAF/P02/S0053

13 September 2002

Mike Thorp
Planning Services
Wokingham Unitary
PO Box 157
Shute End
Wokingham
Berks RG40 1WR

CONSTRUCTION OF SAILING CLUBHOUSE; DEMOLITION OF REDUNDANT BUILDING; PHASED REMOVAL OF NON-INDIGENOUS TREES AND RESTORATION OF WATER-SIDE LANDSCAPE.
LOCATION: READING SAILING CLUB, SONNING EYE
APPLICATION REF: P02/S0053

NOTIFICATION OF COMMITTEE DATE AND RECOMMENDATION

I am writing to advise you that the above application will be considered at the Southern Area Planning Sub-Committee meeting on 18th SEPTEMBER 2002.

The Committee will be recommended to **GRANT PLANNING PERMISSION**

subject to the following condition(s):

1. Commencement five years
2. Materials for clubhouse to be submitted
3. Fully detailed phased landscaping scheme to be submitted including details of its implementation, maintenance and management
4. Implementation of the landscaping plan to be carried out in accordance with the approved details.
5. No raising of ground levels
6. Details of the reed beds and marginal planting area to be submitted
7. No spoil to be deposited
8. Details of surfacing and fencing to be submitted
9. Existing old boat shed shown on plans to be demolished
10. Design of openings and grilles to under-floor voids to be submitted

The meeting will start at 6:00pm in the Council Chamber at South Oxfordshire District Council Offices, Crowmarsh Gifford, Wallingford, Oxfordshire.

If you wish to appoint a representative to speak at the meeting, please let me know by 12 noon on the day before the meeting, either by returning the slip at the end of this letter or by writing to me or by email : public.speaking@southoxon.gov.uk. **Please mark your envelope for the attention of Susan Pinkstone - public speaking.**

POSITIVE ABOUT DISABLED PEOPLE

INVESTOR IN PEOPLE

Please contact me if you would like any further information.

Yours faithfully

MRS S PINKSTONE
for R Davies, Head of Corporate Support

Enc

REPLY SLIP

APPLICATION REF: P02/S0053 **COMMITTEE DATE : 18th SEPTEMBER 2002**

I AUTHORISE : ---------- **TO SPEAK IN SUPPORT OF / AGAINST THE ABOVE APPLICATION**

SIGNED : Secretary / Chairman ---------- **DATE :** ----------

on behalf of ----------

DAYTIME TELEPHONE NUMBER OF SPEAKER : ----------

I understand that there will only be a total speaking time of 5 minutes for all objectors and a total of 5 minutes for all supporters. If more than one person has registered to speak as an objector or supporter they will be heard in the order in which they registered within that category. I understand that in those circumstances all speakers may be required, or may make their own arrangements, to appoint a single spokesperson. Your name and telephone number may therefore be given to others of a similar persuasion who have registered to speak.

POSITIVE ABOUT DISABLED PEOPLE
INVESTOR IN PEOPLE

TOWN COUNCIL OBSERVATION SHEET

PLANNING SERVICES	HPT
EO	TLS
DC	ANF
APP	

28 AUG 2002

APPLICATION NO: F/2002/7198 PLANNING OFFICER:

PARISH: Earley

PROPOSAL: Adjoining Parish Consultation: construction of national Olympic rowing training course and associated boat house (amendment to consent P/00/56273)

ADDRESS: Caversham Lane, Henley Road, Eye & Dunsden.

NO OBJECTION

SIGNED: _____ DATE: 22 AUG 2002

CLERK TO EARLEY TOWN COUNCIL

With Compliments

4/9/02

Adam

Re: CON/2002/7198
Caversham Lakes.

WOKINGHAM UNITARY
Aiming for Excellence

Please find decision notice attached as requested

Cheers

Taya.

Wokingham District Council, Shute End, Wokingham, Berkshire RG40 1BN
Tel: (0118) 974 6000 www.wokingham.gov.uk

POSITIVE ABOUT DISABLED PEOPLE

Application : **P00/S0273**

South Oxfordshire District Council

Council Offices, Crowmarsh Gifford, Wallingford, Oxon. OX10 8NJ

Town and Country Planning Act 1990

PLANNING PERMISSION

Thames & Kennett Marina Ltd
c/o Hawk & Dovetail Design Ltd
5d Victoria Way
NEWMARKET
Suffolk

CB8 7SH

Date of deposit : 29th March 2000

Application proposal and location of development, including any amendments :

Construction of new rowing course and rowing centre with associated parking, drainage, access and landscaping; relocation, subdivision and enlargement of existing marina to form a marina for 326 river boats and 149 narrow boats together with associated parking, drainage, access and landscaping; creation of nature reserve; partial change of use of existing boatyard by the Environment Agency to allow servicing of EA river craft in addition to its existing use for the servicing and storage of marina boats, construction boatyard service building and associated drainage (as amended by Agent's letter dated 26 October 2000, associated information including ecology, transport assessment, flood study and environmental impact assessment reports and drawing nos. 9913 PA1a, PA3a, PA4a, PA5a, PA6a, PA7a, PA20 and PA21 and Environmental Statement received 6 February 2001).

Caversham Lakes, Henley Road, Eye & Dunsden

South Oxfordshire District Council hereby gives notice in pursuance of the provisions of the Town and Country Planning Act 1990 that **planning permission is GRANTED** for the carrying out of the development referred to above strictly in accordance with the description, plans and specifications contained in the application (as varied by any amendments as referred to above) subject to the following condition(s) :

1. That the development must be begun not later than the expiration of five years beginning with the date of this permission and if this condition is not complied with this permission shall lapse.

   Reason: By virtue of Sections 91 to 95 of the Town and Country Planning Act 1990.

3rd December 2001

Planning Manager (Southern Area)
for the Chief Executive
Proper Officer

P00/S0273

Local Plan.

7. That the existing trees, shrubs and hedges on the land shown to be retained on the landscaping plans submitted pursuant to Condition 4 shall be protected whilst development operations are in progress, in accordance with a scheme to be first submitted to and approved in writing by the Local Planning Authority and to be implemented prior to the commencement of the development hereby permitted.

Reason: To safeguard the character of the area and to safeguard trees which are visually important in accordance with Policies G8 and C16 of the Council's adopted South Oxfordshire Local Plan.

8. That the car parking provision shall be constructed, surfaced and laid out as shown on the approved drawings, unless the Local Planning Authority agrees otherwise in writing, prior to the commencement of the associated use and its facilities. Thereafter the approved car parking areas shall be retained and maintained and shall not be used for any other purpose other than the parking of motor vehicles.

Reason: To ensure that there is an appropriate car parking provision to accord with Policy G11 of the Council's adopted South Oxfordshire Local Plan.

9. That, prior to development commencing on any building, a scheme for the disposal of surface water drainage and foul drainage from that building shall be submitted and approved in writing by the Local Planning Authority: thereafter that building shall not be used or occupied until surface water and foul drainage from that building are disposed of in accordance with the approved scheme.

Reason: In the interests of public health and to avoid pollution in accordance with Policies G7 and G17 of the Council's adopted South Oxfordshire Local Plan.

10. That no development shall take place within the site until the implementation of a programme of archaeological work has been secured, in accordance with a written scheme of investigation which has previously been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that any archaeological interests on the site are protected and recorded in accordance with Policies CON17 and 18 of the Council's adopted South Oxfordshire Local Plan.

11. That prior to the commencement of development of any of the proposed buildings, plans showing the proposed slab levels of the new buildings and proposed surrounding contouring of the site shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall not proceed other than in accordance with the approved details.

D A Lox

ancillary to the use of the rowing course as a training facility and the use of the existing boatyard by the Environment Agency shall be for operational and navigational purposes as specified in the application unless otherwise agreed in writing by the Local Planning Authority.

Reason: That more intensive uses of the site would be likely to generate greater levels of traffic and activity to and from the site, harming the environmental and nature conservation interests of the site in accordance with Policies R9 and R21 of the Council's adopted South Oxfordshire Local Plan.

18. No permanent or fixed structures shall be provided on the site for the storage of boats other than those within the boathouse.

Reason: To safeguard the character of the local landscape and to preserve the river environment in accordance with Policies G1, R9 and R21 of the Council's adopted South Oxfordshire Local Plan.

19. That no lighting shall be erected or installed on the site without the prior written approval of the Local Planning Authority.

Reason: To ensure that any lighting does not detract from the character, appearance or amenities of the area in accordance with Policies G1, R9 and R21 of the Council's adopted South Oxfordshire Local Plan.

20. That details of all screening and boundary treatments shall be submitted and approved in writing by the Local Planning Authority prior to their installation.

Reason: To ensure the appropriate separation of users and to ensure that any impact on the local landscape is minimised in accordance with Policies G1, G8, R9 and R21 of the Council's adopted South Oxfordshire Local Plan.

21. That prior to the commencement of any work, details of the treatment of the lakes banks, including any protection measures, shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that the character and appearance of the local landscape is not harmed in accordance with Policies G1, R9 and R21 of the Council's adopted South Oxfordshire Local Plan.

22. Prior to the commencement of work, a statement detailing the elements of proposed work and their sequencing shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, prior to the commencement of any of these elements of work, a fully detailed Method Statement for that element shall be submitted to and approved in writing by the Local Planning Authority. No operation shall be carried out other than in accordance with the approved scheme unless otherwise agreed in writing by the Local Planning

November 2001 between Thames and Kennet Marina, Lafarge Aggregates Ltd, National Westminster Bank and South Oxfordshire District Council and the S278 Agreement dated 23 November 2001 between Reading Borough Council, Lafarge Aggregates Ltd, Thames and Kennet Marina and Oxfordshire County Council.

NB: Your attention is drawn to the letters dated 7 and 28 February 2001 (reference WA\2000\002465\004) from the Environment Agency.

NB: Your attention is drawn to the letter dated 8 May 2000 reference 325/25247/SU7474 from Transco and you are advised to contact the Asset Management Team to discuss safety precautions in relation to the gas pipeline.

NB: Your attention is drawn to the Council's Planning Guidance 2 "Landscape Guidance Relating to Development" which you should take into account when preparing the landscaping scheme required by this planning permission.

This permission refers only to that required under the Town and Country Planning Acts and does not include any consent or approval under any other enactment, byelaw, order or regulation.

3rd December 2001

Planning Manager (Southern Area)
for the Chief Executive
Proper Officer

P00/S0273

Your Ref: P00/S0273
Our Ref: 325/25247/SU7474

8 May 2000

South Oxfordshire District Council
P.O. Box 19
Council Offices
Crowmarsh
Wallingford, Oxon

South LDZ
Asset Management Team

3 Hampshire Corporate Park
Templars Way
Chandlers Ford
Hampshire SO53 3RY

DX 136756 Chandlers Ford 3
Telephone 02380 258258
24 hour gas escape number 0800 111 999 *

* Calls will be recorded and may be monitored

Dear Mrs J Dew

Planning Application enquiry at Caversham Lakes, Henley Road, Eye & Dunsden

Thank you for your correspondence of the 25 April 2000 with regard to the above.

I confirm that Transco have a high pressure (HP) pipeline in the area outlined in your enquiry, the approximate position of which is marked on the attached plan(s). The pipeline is an integral part of the gas supply system and where laid on private property, is within legally negotiated easements, to which certain conditions apply. These easements exist to protect the pipelines and to ensure that any work in their vicinity is carried out in a safe manner. These conditions may effect any proposed works.

In order to evalute what effects the proposals will have on the integrity of Transco plant we would be pleased to see further detailed plans should this development be granted planning permission. We would also recommend a site visit to mark the exact pipeline location on site in relation to the proposed development.

If I can be of any further assistance, including arranging a site visit, please do not hesitate in contacting this office.

Yours sincerely

G Hawkes
LTS Planning
023 80258229

c.c. P Gordon

RECEIVED
- 9 MAY 2000
PLANNING SOUTH

TRANSCO - SOUTHERN LDZ

NETWORK MAINTENANCE

SAFETY PRECAUTIONS AND CONDITIONS RELATING TO PIPELINES OPERATING AT PRESSURES ABOVE 2BAR

CONTACT ADDRESS:

Southern LDZ
Asset Management Team

3 Hampshire Corporate Park
Templars Way
Chandlers Ford
Hampshire SO53 3RY

Telephone 023 8025858

The Transco Engineer for these works is: Mr Peter Gordon

Telephone: 01235 513885

RECEIVED

- 9 MAY 2000

PLANNING SOUTH

The Transco Emergency Telephone No is: 0800 111 999

6. Cathodic Protection

6.1 Transco plant is cathodically protected, where a new service is to be laid and is to be similarly protected, Transco will require to carry out interaction tests to determine whether its own system is adversely affected. The cost of any mutually agreed remedial action shall be recharged to the promoter of the new works.

6.2 Should any cathodic protection posts or associated apparatus need moving to facilitate construction operations, reasonable notice shall be given to Transco and associated costs shall be borne by the promoter of the new service.

7. Pressure Testing

Hydraulic testing shall not be permitted within 8m of an existing Transco pipeline unless precautions have been taken against the effects of a possible burst. These precautions would normally involve the installation of a pipe having a maximum design factor of 0.3 for a distance of 6m on either side of the Transco pipeline, but other precautions, such as the use of pre-installation tested pipe, sleeving, barriers, etc., may be substituted at the discretion of the Engineer.

Notification

The promoter of the new works shall notify Transco before any of the activities covered in 8.1 to 8.4 inclusive are carried out in the vicinity of an existing Transco pipelines (see also 11.1)

8.1 Use of Naked Flame

Welding or other hot works involving naked flame shall not take place within the easement strip without the written consent of Transco.

8.2 Use of Explosives

Before a decision is made to use explosives for blasting within 400m of any part of the Transco transmission system, advice shall be sought.

8.3 Piling

Transco shall be consulted before any piling is carried out within 15m of an existing Transco pipeline.

8.4 Seismic or Vibrocsis Surveys

Procedures for seismic or vibrocsis surveys within 100m of the pipeline must be agreed with Transco prior to the surveys.

Our ref: WA\2000\002465\003
Your ref: P00/S0273

Date: 7th February 2001

ENVIRONMENT AGENCY

Paula Fox
Planning Manager (Southern Area)
South Oxfordshire DC
PO Box 19, Council Offices
Crowmarsh, Wallingford
Oxfordshire OX10 8NJ

Dear Paula

CAVERSHAM LAKES, HENLEY ROAD, EYE DUNSDEN

Further to meeting with the developer to discuss the above mentioned site I can confirm that the Agency is now in a position to comment on the hydrological/hydraulic aspect of the application, and apologise for any inconvenience caused by the delay in replying. I also have included some additional comments with regard to the revised drawings.

Flooding & Land Drainage

The site is generally within the 1947 floodplain of the river Thames and is an area where development must be strictly controlled. Hydraulic modelling carried out by Peter Brett Associates on behalf of the applicant has demonstrated that the scheme as currently proposed can be implemented without detriment to flood risk of land and property outside of the application site. However, the following conditions replace the condition requesting a detailed hydrological/hydraulic study and should be imposed, along with the other conditions stated in my letter of 24th July 2000, on any planning permission granted:

CONDITION: Other than for the creation of the new bunds and reinforcement of existing bunds to the line and levels shown on the application drawings there shall be no raising of existing ground levels on the site.

CONDITION: The new access road serving the relocated marina facilities shall be constructed with finished surface levels no higher than existing ground.

CONDITION: Further details, of all new buildings and structures proposed within the development, which demonstrate that flood risk to individual buildings and their associated uses can be managed without loss of flood storage shall be submitted to and approved by the Local Planning Authority.

REASON: to prevent increased risk of flooding due to impedance of flood flows and reduction of flood storage capacity.

RECEIVED

14 FEB 2001

PLANNING SOUTH

SU7NW/5/2

Cont/d..

Environment Agency
Isis House, Howbery Park, Wallingford, Oxon OX10 8BD
Telephone : 01491 832801 Fax : 01491 834703

wharf.

Miscellaneous

- The location of the Agency's permanent moorings is to be agreed. Mooring for 15 craft required. Any alterations to the existing arrangement to be at the expense of T&K Marina Ltd.

- During construction of the proposed rowing course, work must not interfere with the Agency's operational or access arrangements. The Agency must be consulted on any matter that is likely to compromise its operations or access before it occurs.

- The Agency currently has a licence to dispose of spoil at this site. The licence gives the Agency the ability to fill anywhere along the 'south end'. The implications of T&K Marina Ltd's proposal on this existing licence will need to be addressed.

I trust the aforementioned is of assistance to you. Should you require any further information please do not hesitate to contact me on the number cited at the bottom of this letter.

Yours sincerely

PAULA SMITH
Planning Liaison Team Leader

Direct Dial: 01491 828485
Direct Fax: 01491 834703

Cc Martin Raper
Hawk & Dovetail Designs Ltd
5d Victoria Way
New Market
Suffolk
CB8 7SH

RECEIVED

14 FEB 2001

PLANNING SOUTH

SU77NW/5/2

Our ref: WA\2000\002465\004
Your ref: P00/S0273
Date: 28th February 2001

ENVIRONMENT AGENCY

Miss P A Fox
Planning Manager (Southern Area)
South Oxfordshire DC
PO Box 19, Council Offices
Crowmarsh, Wallingford
Oxfordshire OX10 8NJ

Dear Miss Fox

CAVERSHAM LAKES, HENLEY ROAD, EYE DUNSDEN

The Environment Agency withdraws the "Additional Comments" section of our letter dated 7th February 2001. In its place, please note the comments listed below which have been provided on the basis of the Agency being a landowner of property adjoining the site identified in the planning application for the rowing course. Our concerns are primarily related to ensuring our site is maintained for its use as an emergency access to the river.

The following comments have been listed as "Additional Comments" as the Agency does not wish to blur the distinction between the conditions previously provided as a Statutory Consultee, and the comments provided below as the landowner of adjoining property.

Additional Comments:

River Access to Agency's Wharf

- The bund as shown located on the plans accompanying the application would frustrate the Agency's requirement for an adequate turning circle, which it is currently seeking to secure.
- T&K Marina Ltd must be responsible for maintaining an uninterrupted accessway on the water to the Agency's wharf facilities. Access must be kept free at all times to accommodate the Agency's emergency response requirements.
- Trees proposed on the new bund along the Agency's proposed accessway to the wharf. There will be an increased risk of encroachment onto the waterway from the proposed trees and the existing trees on both sides of the Agency's accessway. T & K Marina Ltd must be responsible for tree maintenance on both sides of the Agency's accessway, including removal of any trees or branches that fall into the channel.
- The narrow accessway to the wharf created by the new bund will be subject to silting-up on a more frequent basis than existing, therefore, T&K Marina must be responsible for dredging of the channel to a depth and frequency to the satisfaction of the Agency.

Cont/d..

S.O.D.C
02 MAR 2001
PLANNING

SU77NW/5/2

Environment Agency
Isis House, Howbery Park, Wallingford, Oxon OX10 8BD
Telephone : 01491 832801 Fax : 01491 834703

- The proposed control arrangement adjacent to the Agency's wharf (as indicated on the submitted drawings) represents the balancing point for the rowing lake, therefore the flow in the Agency's access channel will concentrate rubbish/debris into our operational area in front of the wharf. Responsibility for maintaining a clear channel must be T&K Marina Ltd.

Road access to Agency's boatyard

- The existing vehicular access to the Agency's boatyard in all respects must not be compromised. The indicated position of proposed trees and the position of a new gate to the Agency's boatyard is not acceptable as it appears to restrict our access to and from our property.

- Road access must be kept free at all times to accommodate the Agency's emergency response requirements.

Proposed flow control arrangement adjacent to Agency's wharf

- The servicing of the proposed control arrangement must be the responsibility of T&K Marina Ltd.

- The operation of the control arrangement must not compromise the Agency's activities and use of the wharf.

Miscellaneous

- During construction of the proposed rowing course, work must not interfere with the Agency's operational or access arrangements. The Agency must be consulted on any matter that is likely to compromise its operations or access before it occurs.

Please accept my apologies for any inconvenience caused by this revision. Should you wish to discuss the above, please do not hesitate to contact me.

Yours sincerely

PAULA SMITH
Planning Liaison Team Leader

Direct Line: 01491 828485
Direct Fax: 01491 834703

S.O.
0.2 MAR 2001
PLANN

Cc David Sherriff, Thames & Kennet Marina Ltd, Caversham Lakes, Henley Road, Reading RG4 6LQ

Nigel Farmar, Messrs Kealy Farmar, 73A Bell Street, Henley on Thames, RG9 2BD

Steve Biddle, Project Executive, Depot Rationalisation, Environment Agency

SU77NW/5/2

ArupEconomics+Planning

Caversham Lakes Trust Limited (Sport England)

Caversham Lakes: 'Revised' Planning Application

Supporting Statement

ArupEconomics+Planning

Caversham Lakes Trust Limited (Sport England)

Caversham Lakes 'Revised' Planning Application

Supporting Statement

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1 Introduction

1.1 This Supporting Statement

This Supplementary Planning Statement has been prepared to support the application for the 'Redgrave Pinsent Rowing Lake' at Caversham Lakes, South Oxfordshire. The applicant is Caversham Lakes Trust Limited (CLTL), a subsidiary of Sport England set up by Sport England to manage and oversee this particular project.

This Statement covers all aspects of the planning application. It is split into 3 sections. **Section 1** deals with the details, rationale, basis and context for this application. Chapters 2, 3 and 4 fall within this section, covering the background and context, the specifics of the application and its justification, and planning policy issues respectively.

Section 2 details the revised proposals for the boathouse. Chapter 5 details the specifics of the boathouse and Chapter 6 provides an analysis of the traffic and transport implications of the revised proposals.

Section 3 then covers the proposed revisions to the bunds. Chapter 7 explains the design elements of the application, Chapters 8, 9 10 and 11 detail the environmental issues including proposed mitigation measures. Chapter 12 covers flood risk and lake hydraulics, Chapter 13 details the strategy for obtaining material for the construction of the bunds and Chapter 14 provides a works sequence.

Separately, Chapter 15 provides conclusions drawn from each of these three sections of the report.

1.1.1 The Project Team

The project team is as follows:

- Project Manager – Knowles Capital Projects Limited
- Engineering, Environment and Ecology - Mott MacDonald
- Planning Consultant – Arup Economics and Planning
- Architect – Lambert Scott Innes

Members of this team have been, and where necessary will continue to, work with Thames and Kennet Marinas Limited (TKML) to ensure delivery of this important project and facility.

Section 1:

Application Details, Context and Policy Appraisal

2 Background and Context

2.1 The TKML Permission and the Need for this Planning Application

This application follows a very similar application submitted by Thames and Kennet Marina Limited (TKML) in March 2000. That previous application was determined at South Oxfordshire District Council (SODC) Planning Committee in March 2001 and granted permission in December 2001 following completion of a Section 106 legal agreement. The site thus has the benefit of an established principle for a rowing lake and enlarged marina.

This second application, which in effect is a revision to the extant permission, is deemed necessary as the specification requirements for the facility have now changed, in particular to meet Amateur Rowing Association (ARA) standards. The view of South Oxfordshire District Council (SODC) is that the proposed revisions are not sufficiently minor to be considered as revisions to the scheme under that permission, and thus a new planning application has been deemed necessary.

The principal reason for the proposed amendments is to meet the requirements and specification of the ARA. The architect's design for the rowing facility submitted with the TKML application appears to have been based upon an Oxbridge University model. However, since submission (and determination) of that application, the ARA are now committed to using the facility at Caversham for their national training facility, and the specifications of the approved scheme do not meet the requirements of the ARA. Consequently, this new application seeks permission for a scheme which meets these requirements and this involves obtaining permission for revisions to the design of both the boathouse and the bunds (see Section 3).

2.2 The Current Status of the Project

Under the existing planning permission, TKML are to relocate the existing marina to a site to the south, releasing the stretch of water it presently occupies for the rowing facility. There are effectively two distinct developments proposed for the site, to be undertaken by two separate bodies: TKML relocating and redeveloping the marina, and CLTL developing the national rowing facility.

The extant planning permission contained a number of conditions, several of which are required to be approved prior to commencement of development. These details relate broadly to the following:

- Landscaping and tree protection (conditions 4 and 7);
- Archaeology (condition 10);
- Details of treatment of lake banks (condition 21); and
- Requirement to submit a phasing and sequencing statement (condition 22).

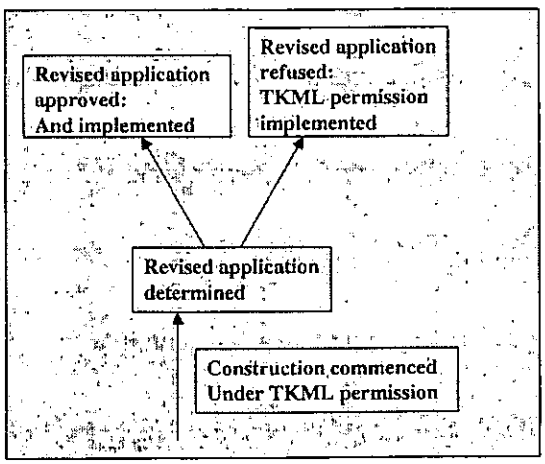
Details for these submissions have been submitted to South Oxfordshire District Council (SODC) and are currently awaiting determination.

Additionally, the extant permission was accompanied by two legal agreements – a Section 278 Agreement which requires improvements to the Henley Road junction, and a Section 106 Agreement which relates principally to the provision and maintenance of a nature reserve, a restriction on the size of the marina and a limitation of use of the site for training purposes. No obligations in either of these Agreements relate to restrictions on commencement of development on site.

2.3 The Planning Strategy

2.3.1 Application Strategy

Given the extant planning permission and the current status of the project (as above), the planning strategy has been developed which incorporates commencement of construction under the extant permission, whilst concurrently seeking permission for the proposed revisions to the scheme. This strategy is possible because up to a certain point, construction of the development is the same for both schemes. It is hoped that by the point at which construction for the approved scheme deviates from the scheme for which permission is hereby sought, this revised application will have been determined. At that point, should this revised application have been granted planning permission then this scheme will be implemented; however, if (for whatever reason) it is refused, the existing (TKML) permission will be implemented. This strategy is usefully represented diagramatically as follows:



2.3.2 The Planning Conditions

The TKML planning application was granted permission subject to a total of 26 conditions. As stated at Section 2.3, there are a number of planning conditions (five in total) which require approval prior to commencement of development and details of these have been submitted to SODC. The remaining 21 conditions either require approval through various stages of construction, or that the developer should take notice of during (and in some cases beyond) the construction phase.

This revised application has been prepared in sufficient detail to, we consider, negate the need for the 'pre-commencement' conditions (as detailed throughout this Statement). It is likely that the remaining 21 conditions could be attached to any permission granted for this revised application in a substantially similar form.

2.3.3 The Legal Agreements

Through discussions with the planning department at SODC, it has emerged that, given the similarity of this revised scheme to that which has been granted permission, a variation of the already established and signed agreements would be the best solution. This will allow all the obligations relating to the existing permission to be duplicated and apply to any fresh permission.

3 This Planning Application

3.1 Application Details

Essentially, this application seeks permission for two 'umbrella' revisions to the TKML scheme, namely revisions to the Boathouse and to the bunds.[1] The broad details of this application are as follows (specific details relating to these elements follow in subsequent Chapters). An indicative site location plan is shown overleaf.

3.1.1 The Boathouse

The existing permission allows for construction of a Boathouse with a total floorspace of 757 m^2. Following detailed discussion with the ARA, it has been established that the minimum **floorpsace required totals1,730 m^2** (a full detailed breakdown of the proposed Boathouse is provided at Chapter 5).

The following drawings relating to the Boathouse are submitted in support of this application (A3 copies are attached at Appendix 1a):

- (SK)05E Site Layout Plan
- (SK)06F Ground and First Floors (sketch plan)
- (SK)07C General Arrangement (sections)
- (SK)08D General Arrangement (elevation)
- (SK)09B General Arrangement (views)

3.1.2 The Bunds

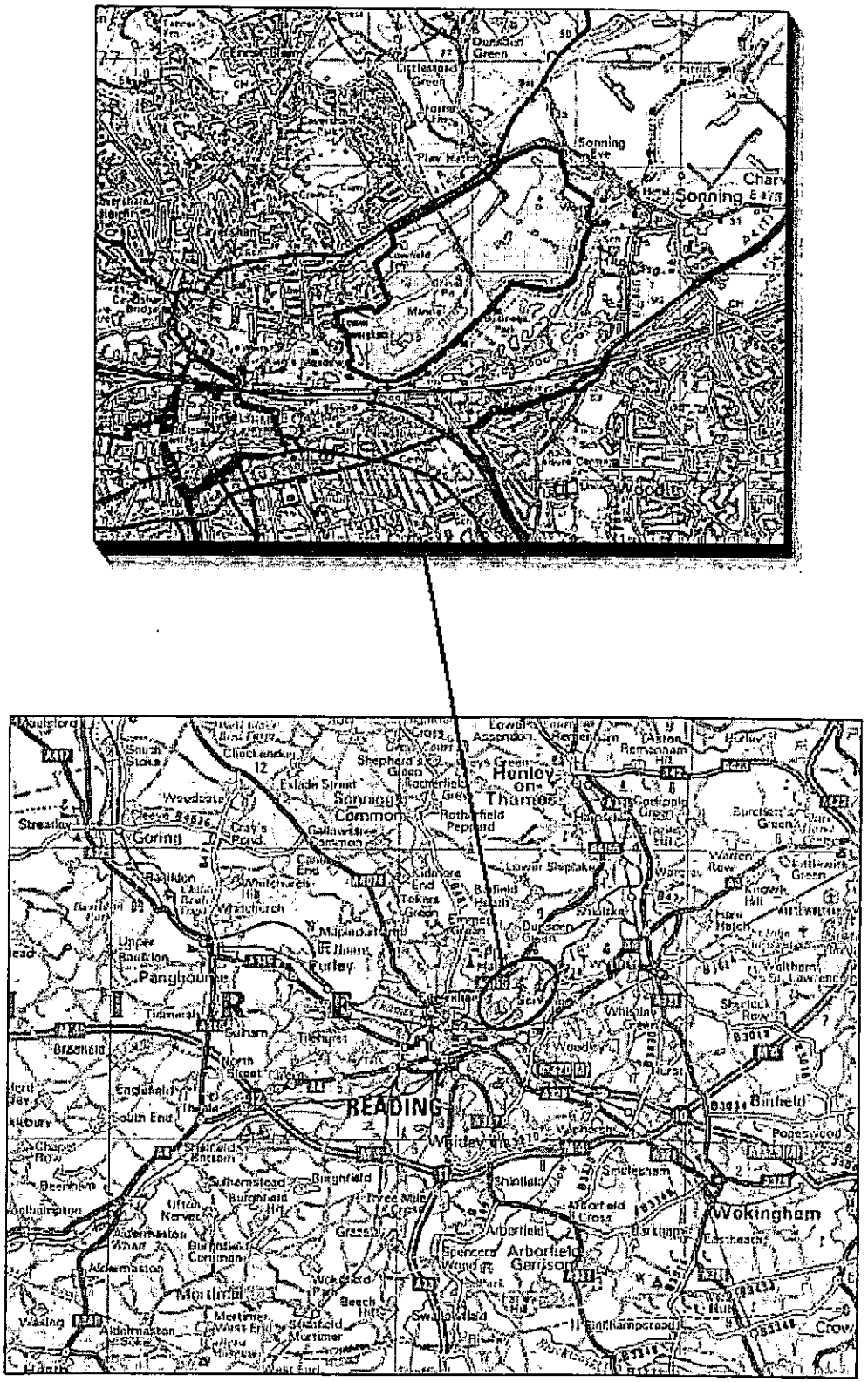
There are two main changes proposed to the bunds. First, the removal of the connection of the northern bund with Sonning Eye; and second, coaching access for vehicles along the entire length of the bund. The benefits that these revisions will bring are detailed at Chapter 7 and expanded on throughout Section 3 of this Statement.

Vehicular access is required as stated in the ARA's Specification for a High Performance Facility, for the purpose of allowing coaches to travel along the length of the course, and pass approaching vehicles, to allow coaching videoing and provide access in the case of an emergency for example an accident or injury.

The following drawings relating to the bunds and related issues are submitted in support of this application (A3 copies are attached at Appendix 1b):

- 201228/WEM/001 General Arrangement
- 201228/WEM/002 Red-Line Boundary, Land Ownership and Site Access
- 201228/WEM/004 Typical bund details
- 201228/WEM/007 Landscape General Arrangement
- 201228/WEM/008 Landscape Details Sheet 1 of 2
- 201228/WEM/009A Landscape Details Sheet 2 of 2
- 201228/WEM/010 Environmental and Land Constraints
- 201228/WEM/011 Landscaping at building

1 The bunds are the mound of earth, which run alongside of the rowing lane enabling coaching staff to keep alongside the rowers whilst on dry land.



3.2 Justification of Proposed Revisions

The Amateur Rowing Association (ARA) now sponsors the project and accordingly the specifications are required to change according to their facility criteria.

The ARA is the national governing body for rowing representing over 30,000 competitors, coaches, officials and supporters. Nearly 44% of the 14,000 ARA members are based in the Thames Valley region, and many clubs have occupied their sites for over a century[2]. The ARA has a vision of establishing 5 High-Performance Training Facilities in the near future and they identify a need to invest in a still water facility in the Thames Valley within easy reach of their headquarters at Bisham Abbey. The Caversham Lakes Project is the preferred option for a **national** Olympic training facility, and the scheme contributes to their April 2000 British International Rowing World Class Performance Plan, and to the Rowing Facilities Strategy 1999 - 2005. The facility would also double up as a regional training water facility in support of participation training programmes in the Thames Valley Region.

This application refers solely to the rowing facility and accompanying boathouse, and does not seek permission for any amendments to the existing permission in relation to the marina. Detailed reasons and justifications for this increased size of Boathouse and revisions to the bunds are as follows:

3.2.1 The Boathouse

The opportunity is recognised with this second application to improve the appearance of the proposed facility in order to recognise and better reflect its status as a national Olympic training facility. Subsequently, the proposed larger building will incorporate a more sophisticated design and significantly better facilities to better cater for visitors, and to sit better as a feature on the landscape.

The ARA's requirements for the Caversham Lakes facility will be as follows:

- a capability of providing changing and support facilities for Olympic and Olympic Potential Squads of athletes (totalling 70 athletes) on a weekday basis, with up to 120 athletes at National Training weekends on a monthly basis.
- flexibility of times at which the site is used to enable training sessions to be re-scheduled around prevailing weather conditions;
- provision for good quality ergonomic testing, treatment and office space for the specialist support services to work alongside athletes and coaches [only for users of the rowing facility at the site];
- a bank of indoor rowing machines and large Gym area to accommodate land training [only for users of the rowing facility at the site];
- provision of a covered storage space for all training and rowing equipment together with a small repair facility on site;
- space for squad athletes to rest and recover between training sessions and be able to make hot drinks and prepare and warm up food;
- suitable provision for changing, shower and toilet facilities; and
- dedicated office space for up to 19 full- and 17 part-time Coaches and Staff, including the Chief Coaches and other high performance coaches, to work on site. This must include telephone, computer and associated services.

In total the ARA's overall floorspace requirements are more than double the level permitted (1,570m^2 against 747m^2). Furthermore, the level of permitted hard surfacing does not meet the ARA's needs, as the permission does not include (i) a secure compound; (ii) adequate waterfront hard standing for boat manoeuvring; and (iii) adequate parking (see Chapter 5).

The differences in floorspace are brought about principally through proposed changes to five key building elements:

- The Boathouse;
- Changing facilities;
- A crew room;

2 Source: Sport England Planning Bulletin Issue Nine February 2001

- Facilities for sports science and medicine; and

Support facilities. Under the existing permission, no allowance at all is made for the latter two of these elements, and substantially insufficient space is made for the first three elements.

It is recognised that the context of this increase is that the officer's report to Committee on the previous application stated that, *"The new buildings represent the absolute maximum size that your officers consider acceptable"* (paragraph 27). However, there are a number of important considerations relating to this application which support the proposed increase in floorspace.

1. The standard of the facility

The approved application sought permission for a boathouse which was intended to accommodate modern-day Olympic standard athletes. This remains the rationale for the use of the rowing lake, and the accompanying support facilities should be designed and provided to a level to support this use.

2. The impact on visual amenity

The revised Boathouse design better reflects a national facility. Recognising the necessity for a revised scheme in the light of the ARA requirements, Caversham Lakes Trust Ltd wish to pursue the opportunity to enhance the design and setting of the scheme with revisions which will aim to (i) integrate the building into its surroundings and (ii) create a design that better fits its status as an national resource for Olympic athletes.

A low, single storey structure with mezzanine office space that integrates the Training Facility with the Boathouse is envisaged. This should take a contemporary form that reflects the Olympic standards the athletes are training for and the state-of-the-art equipment and boats the Squad are using. An aspirational yet functional building with low embodied energy and low energy consumption characteristics is proposed.

Additionally, the revised scheme incorporates a number of measures which will be introduced to ensure that the construction and use of the building is sustainable. Due to this and other design improvements, the proposed building more fully reflects SODC guidance on design (as provided in the SODC Design Guide, December 2000).

Finally, the officer's report to Committee acknowledged that the site is, *"visually well contained ... [and] ... a mixture of the existing and proposed landscaping should help to assimilate the new building together with the car parking areas and new access road into the area and ensure their impact is not undue"* (paragraph 27).

3. Traffic impact

Despite the increase in floorspace, as Chapter 6 demonstrates, the impact this will have on traffic flows and movements is minimal, both in absolute terms: an additional 14 vehicle movements during the morning and evening peaks; and in relative terms: a total of 3,320 vehicles use the junction during the morning peak hour. The use of the rowing lake and boathouse remain solely for the purposes of training.

3.2.2 The Bunds

In accordance with the ARA's Specification for a High Performance Facility, the ARA requires increased vehicular access along the bunds. The reasons for this are to allowing coaches to travel along the length of the course (and to allow vehicle passing), to allow coaching videoing, and provide access in the case of an emergency, for example an accident or injury.

A proposed change is to stop the north-east bund short of the previous application design so that there is no physical connection with land at Sonning. This facilitates a number of benefits. Firstly, security is increased as access is prevented between the bund and Sonning, to the benefit of both local residents and the security of the facility. Secondly, following from the above, there will be hydraulic improvements to water levels and flood flows between the two lakes which will be balanced and thus closer to the

existing situation. Finally, there are environmental benefits; in particular permitting fish and invertebrate access between Folley Lakes North and South.

Finally, notwithstanding the above, in the context of the planning condition on the extant permission restricting the importation of material, following more detailed site investigations, more information is known about the nature and type of material on the site which can be used for construction of the bunds.

Whilst the existing permission could be implemented (albeit with some relatively minor amendments), as a consequence of these findings, alternative engineering solutions may have to be found to construct the bunds to those for which permission was sought and this may, to some extent, impact on the design of the scheme.

4 Planning Policy

Through the recent granting of permission of the TKML planning application, the principle of a boating lake on the application site has been established (the marina being an already established use). A detailed planning policy analysis was provided in the Environmental Statement submitted in support of the TKML planning application, this is included at Appendix 2. Given the similarity between this application and the TKML application in terms of relevant planning policy, a detailed policy appraisal is not necessary here.

However, given that this application seeks permission for a revised scheme, the implications this has on the previous policy analysis are set out below.

4.1 The Development Plan

Policy R21 in the South Oxfordshire Local Plan (adopted April 1997) deals with the Caversham Lakes site, and states:

> "THE DISTRICT COUNCIL WILL NORMALLY PERMIT PROPOSALS FOR THE INCREASED RECREATIONAL USE OF CAVERSHAM LAKES...PROVIDED THAT NATURE CONSERVATION INTERESTS ARE PROTECTED AND ENHANCED AND THERE ARE NO OVERRIDING AMENITY, ENVIRONMENTAL OR TRAFFIC OBJECTIONS".

The sub-text to this policy confirms the positive nature of the policy, stating that, *"The District Council considers that there is potential to develop further the recreational use of these lakes and public access to this area; the Council will generally consider applications for such development favourably, provided that they do not cause traffic, amenity or environmental problems or adversely affect the nature conservation interest"* (paragraph 11. 46).

This Supporting Statement demonstrates that this revised application raises no material traffic, amenity or environmental problems which were not taken fully into account during determination of the previous application. Additionally, the nature conservation interests of the site are not adversely affected and the provision of a Nature Reserve remains an integral part of the proposal.

In addition, the design of the boathouse for this revised application takes into account the advice and guidance set out in the South Oxfordshire District Council Design Guide (December 2000).

Whilst a major reason for this revised application is the involvement of the ARA and relates to their requirements to use the site, it should be stressed that the community will have access to the lake at certain times.

4.2 Policy Conclusions

The conclusions drawn out of the policy analysis undertaken for the TKML application remain valid. They are that:

"In general, the scheme appears to be in compliance with policy at the national, regional county and local level.

Oxfordshire County Council has advised that the proposals do not raise any strategic planning issues provided that the Rowing Course is used only for rowing training. (Letter dated 19th January 2001). The reason for this is to limit traffic levels in accordance with Structure Plan policies G1, G2, and T18.

Oxfordshire County Council has advised that the proposal is contrary to the approved restoration plan, but the difference does not warrant the proposal being called a county matter.

The County further considers that the application is not a county matter by virtue of the Town & Country Planning Act (Prescription of County Matter) Regulations 1980 para. 2(9) provided that (i) the material for forming the bunds is found within the site and (ii) subject to new conditions under P98/S0737/CM. (Letter dated 19th May 2000)."

Section 2:

Revised Boathouse and Traffic Impact

5 Design of Boathouse

5.1 Introduction

The consented TKML scheme provides the basis for the Redgrave Pinsent Rowing Lake, the National Training Centre for athletes registered with the ARA World Class Programme.

During 2001 Sport England negotiated the purchase of the rowing course from TKML and a Briefing Document was prepared on behalf of the ARA and Sport England by Arup Associates. The Brief accepts the general site plan proposals of the TKML scheme and the constraints of the Caversham Lakes site, including the location of the boathouse facilities near the centre point of the rowing course.

However, the ARA Brief establishes that the consented boathouse design and its associated facilities including the parking and waterfront areas have a number of deficiencies and will not meet a number of the basic requirements for a national rowing centre.

Caversham Lakes provides such a unique opportunity to provide a 2 kilometre still water training course in the Thames Valley, where most of the World Class athletes and coaches are already based, it is essential to get the design and content of the land training facilities right. New proposals have therefore been prepared which necessitate a fresh planning application.

5.2 Background

The ARA's space requirements for the National Training Centre are approximately twice that of the TKML scheme, which appears to have been based upon an Oxbridge University model and includes extensive athlete accommodation that the ARA do not require.

The ARA, who will run and manage the National Training Centre on behalf of Caversham Lakes Trust Limited, require that the Boathouse be physically connected to the Training Facilities. This is both to facilitate movement between water training and land training and for security.

The rowing centre facilities are dedicated specifically for training purposes and no spectators will be permitted. The facility needs to cater for up to 70 athletes from the World Class Programme on a daily basis between October and July. August and September will usually be months of low activity at Caversham, with athletes training elsewhere in the lead up to international championships, followed by a rest period.

Between October and March, training by World Class squads will take place from 0800 - 1600 every day except Wednesday and Sunday when training will finish earlier at 1400 to permit Community use from 1400 - 1600 on those days.

From April to July, Community use will be extended to 0600 - 0730 every morning and 1800 - 2100 every evening, with the World Class squads training between 0730 and 1800 each day.

During August and September much greater Community use can be made during the day, subject to the training needs of the National squads.

National Training weekends will be held on a monthly basis, when a total of up to 120 athletes will be training at the facility.

Athletes will be supported by a team of office staff, coaches and on-site medical staff, totalling up to 19 full-time and 17 part-time staff.

These numbers of athletes and staff will require up to 60 car park spaces and 7 vehicle and trailer spaces, together with a secure compound to store rescue boats/trailers and loaded boat trailers.

While the ARA's Brief increases the floor area required, it is intended that both the overall design and content be superior to the consented scheme and provide state-of-the-art facilities for the country's most successful athletes of all time in the form of The Redgrave Pinsent Rowing Lake.

5.3 Site Appraisal

Caversham Lakes are in the low-lying flood plain of the River Thames, delineated on the south and east by the broad bend of the Thames between the mouth of the River Kennet and Sonning Eye. Gravel extraction has created an extensive series of lakes separated by old hedge lines and punctuated with small wooded islands.

Existing landscape features include a tree belt in the centre of the site near the access road, gravel works and existing marina facilities. There are large earth berm spoil heaps to the north that have been colonised with scrub. Reeds populate the water margins.

The site can principally be viewed from the south east, from the River Thames and the higher riverside road serving Octagon/Thames Valley Business Park on the Reading bank. Distant views from Sonning are screened by tree belts at the north east end of the lakes. Distant views from Caversham and the Henley Road to the north and west are also screened by mature trees, hedges and earth berms in the centre of the site.

There is no building context for the proposals. The existing marina and Environment Agency buildings take either domestic bungalow or industrial shed forms. On the Reading bank, large steel and glass business park architecture can be seen.

Aerial View of Entire Site



Any new building has to establish its own identity in a broad, lakeside landscape setting.

5.4 Design Philosophy

- The new building is intended to sit comfortably and harmoniously within its landscape setting and make a positive contribution to it.

- Existing landscape features will be retained and enhanced where appropriate.
- The building and associated facilities must meet the operational requirements of the ARA brief.
- A contemporary and robust design that reflects its use by world class athletes is appropriate.
- The building should be energy efficient and employ sustainable materials and design as far as economically possible.

5.5 Design Parameters

The building location has been determined by land ownership and site access constraints and the precedent set by the consented scheme.

The building sits as far as possible on existing land, avoiding the high pressure gas main that crosses the site and beyond the existing tree belt on the south west boundary.

The area schedule, based on the ARA's Brief, sets out the floorspace requirements of the facilities. It includes a small flat for a resident Site Manager and a secure compound to store 5 safety launches and their trailers and up to 3 boat trailers with towing vehicles of an overall length of 17.5m.

The Boathouse needs to store 72 boats arranged on racks 5 boats high. The floor will be at ground level and designed for flooding.

Outside the boathouse a 30m long boat manoeuvring area is required for the full width of the boathouse down to the rowing lake. Floating pontoons 40m long will provide access to the water via gangways that adjust to the water levels.

The Training Facility needs to be above flood level and is set 1.0m above the general ground level. Disabled access will be provided across the whole site with parking bays adjacent to the building, external ramps, level thresholds and a lift.

Area Schedules are provided below for the hard landscaping and boathouse facility.

1. External Hard Landscaping Summary

Facility	ARA Brief Area (m^2)
Secure compound	200
Parking Cars Cars plus trailer	 60 7
Waterfront hard standing	1500
Access Road	4.5m wide
Coaching Road	4.5m wide (top of bunds)

2. The Boathouse

Facility	ARA Brief Area (m^2)
Boathouse	647
Workshop (within Boathouse)	25
Entrance and Reception	35
Changing Facilities	
Men's Changing	110
Women's Changing	80
Gymnasium Facilities	
Main Gym	180
Ergometer Room	80
Meeting/Briefing Room	75
Crew (athlete relaxation/dining)	
Crew Room	75
Kitchen	18
Store	12
Sports Science and Medicine	
Medical Room	20
Testing Room	12.5
Physiotherapy Room	12.5
Video Room	20
Support Facilities	
General Staff Room	30
Coaches Office	30
Interview Room	15
International Manager's Office	15
Staff Kitchen	20
Staff Toilets	10
Accommodation	
Site Manager flat	50
Plant	20
Circulation (inc. lift)	138
Total	**1730**

5.6 Design Proposals

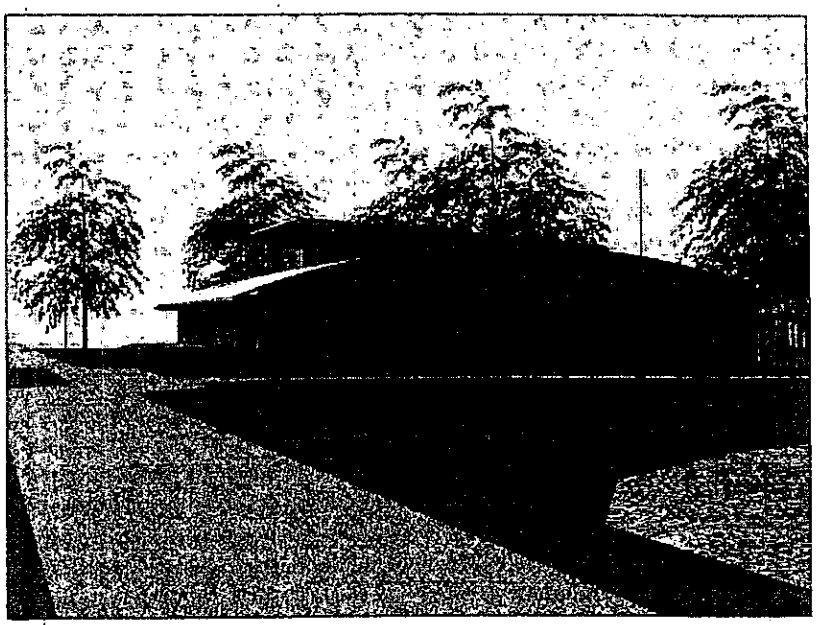
The form of the building follows its function. The design concept has been to create a simple, low pavilion running parallel to and set back 17m from the rowing course, with a clear, logical plan layout that takes advantage of its setting next to an aquatic landscape.

The Boathouse has been conceived as a curved portal frame spanning 24m. The curved roof extends into the front portion of the Training Facility, providing a 60m long continuous eaves line facing the rowing lake. Internally the boats are stored on racks in 4 bays 6m wide. Each bay is accessed by roller shutter doors onto the boats apron. As the Boathouse is expected to flood, the base is constructed of facing bricks 1.0m

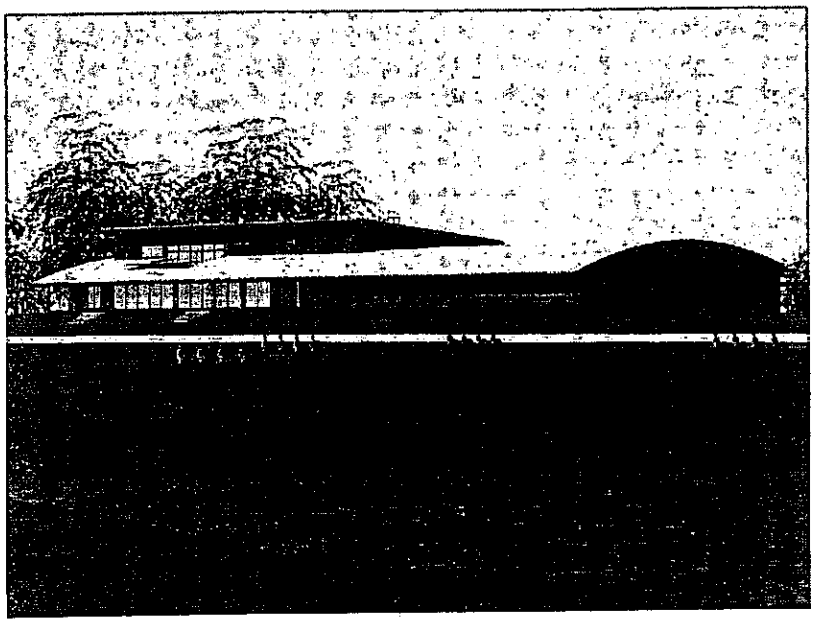
high. Brickwork is also used between the access doors for durability and for oars to be stacked against. Above the brickwork, natural Western Red Cedar boarding is proposed throughout.

Boathouse Facilities Building from the East

The Boathouse has been conceived as a curved portal frame roof.



Boathouse Facilities Building from the East



The curved roof extends into the front portion of the Training Facility providing a continuous eaves line facing the rowing lake.

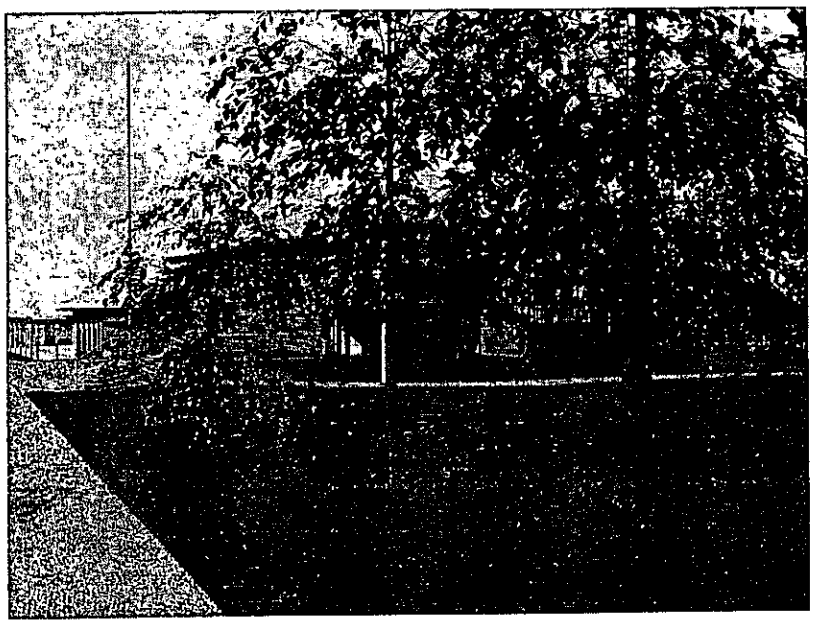
The Training Facility has the main activity spaces on ground floor (Gym, Ergo Room, Changing Rooms) with more cellular support spaces on a Mezzanine first floor. The support spaces take up about a third less area than the activity spaces, affording opportunities for some double height space in the Main Gym on the ground floor. The Gym facilities are fully glazed and look out over a wide terrace onto the rowing course. A central corridor separates the Gym from the Changing Rooms and leads directly to the Boathouse. At one end of this corridor are the main staircase and lift, adjacent to the entrance/reception. At the opposite end is a secondary fire escape stair that also provides convenient access to the Boathouse from the mezzanine floor.

At mezzanine level a central corridor accesses support facilities. On the course side the Briefing Room and Crew Room are separated by a folding screen so the rooms can be combined for large groups. A roof terrace leads off the Crew Room to provide views over the rowing course. The roof over the mezzanine rises above the curved roofs as a punctuation, with a contrasting monopitch roof form. This roof oversails the main staircase at an acute angle coming to a point to emphasise the "prow" of the glazed end of the staircase. The monopitch is supported over the main entrance by a freestanding steel column that rises from the blade pond.

The Training Facility is set above the flood level on a 1.0m high brick plinth that is continuous with the brick base of the Boathouse. Above this Western Red Cedar clads the walls with black window frames.

The building is approached from the main site access road off the Henley Road via a short access road between the tree belt and earth berms.

Facilities Building from the Road Access

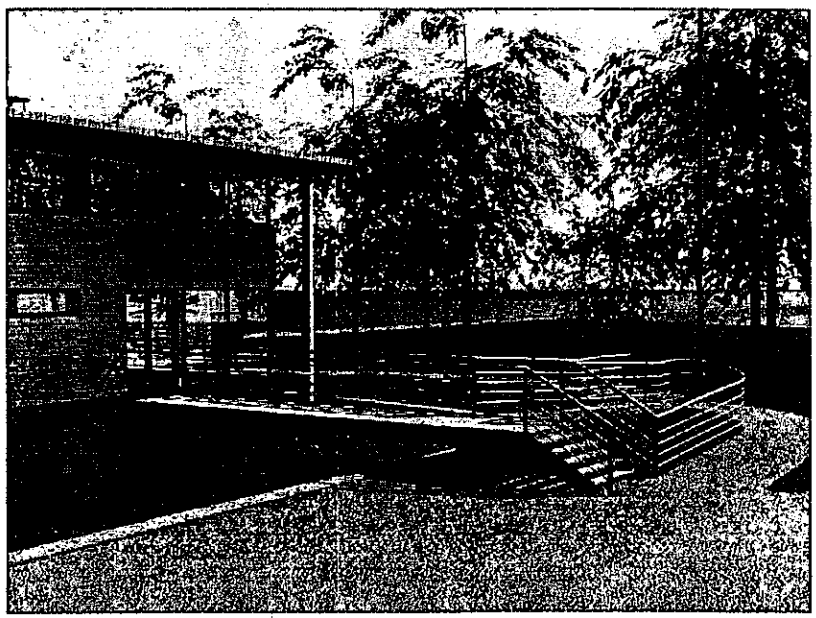


The building is first glimpsed between trees before arriving at the main entrance.

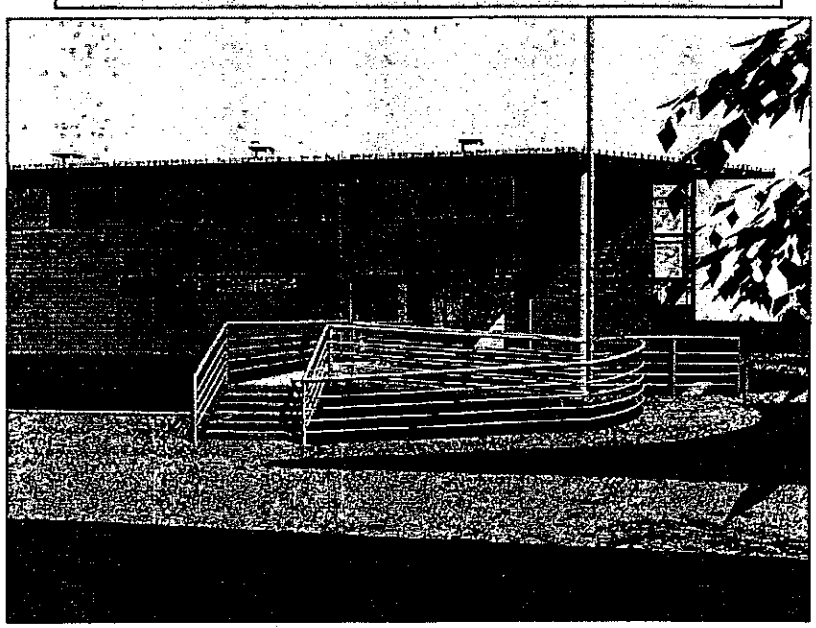
The trees and building will screen main traffic movements from the rowing lake and river. The car and trailer park is located north of the access road surrounded by earth berms and planting, which with the building to the south, effectively screens any parked vehicles from view on all sides.

A pool, which takes the shape of a blade (or oar), separates the access road from the building, which is entered over a bridge (either stepped or ramped, allowing for disabled access), emphasising its connection with water activity. From the glazed reception area, a corridor leads directly to the terrace, affording a direct view of the rowing course from reception. The Site Manager's flat is discretely located on the south west corner of the ground floor and is accessed off this cross corridor.

Main Entrance Over the Pond



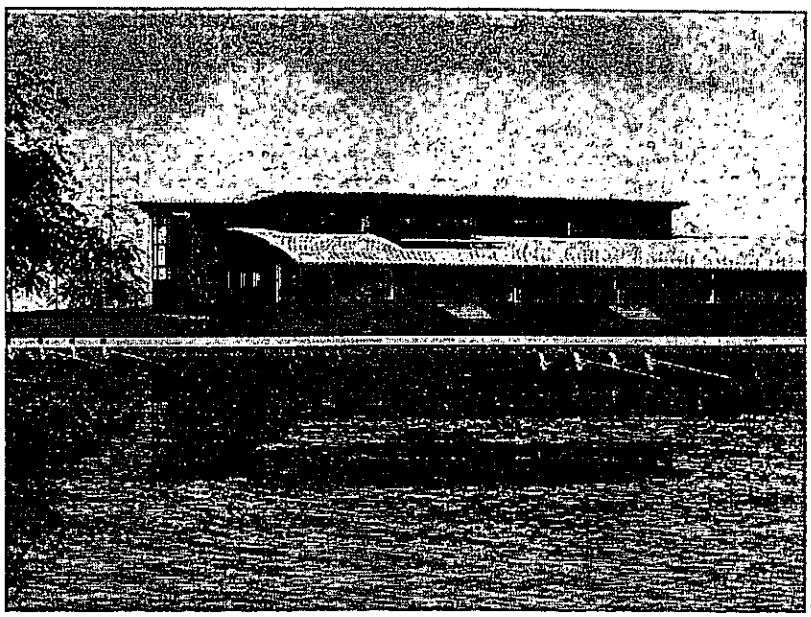
A pool, which takes the shape of a blade (or oar), separates the access road from the building, which is entered over a bridge.



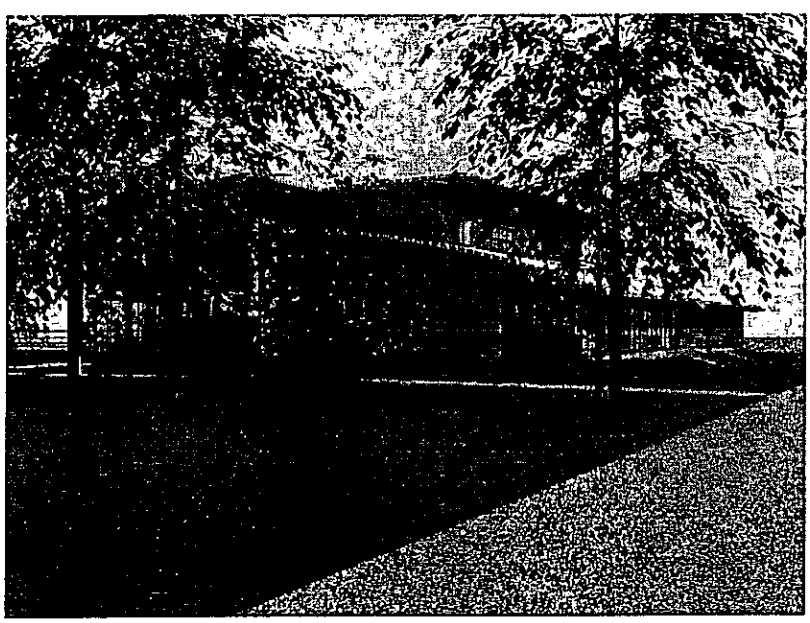
Seen from the rowing lake and the river, the building overall is 60m long and 6 - 8m high and will appear quite small relative to the 2000m long rowing course. The building, sitting on a brick plinth, will be predominantly timber, with 2m long Western Red Cedar boarding that will weather to silver-grey. Black framed windows will punctuate the walls and the contrasting roof lines will be silver-grey metal standing seam, that will reflect the sky.

Facilities Building from the South

Seen from the rowing lake and the river, the building will appear quite small relative to the 2000m long rowing course.



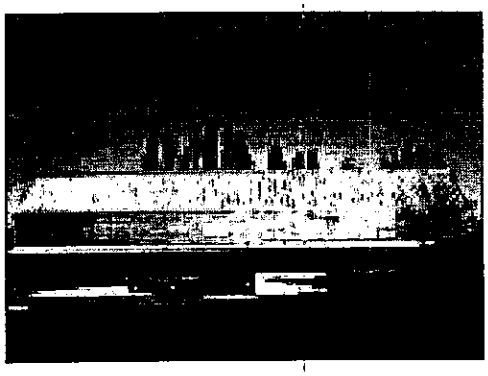
Facilities Building from the Coaching Road



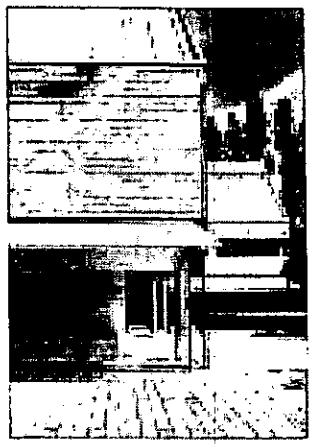
The building, sitting on a brick plinth, will be predominantly timber, with 2m long Western Red Cedar boarding that will weather to silver-grey.

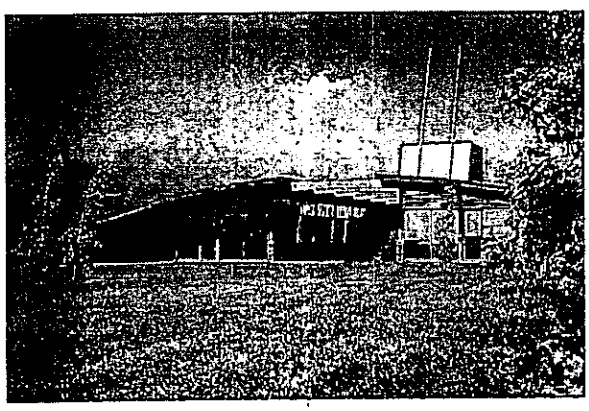
5.6.1 Design References

Design references have been illustrated and include Henley Rowing Museum and Pioneer Seeds at Paine, Chile.



Henley Rowing Museum: Timber and glass riverside setting.





Pioneer Seeds, Paine: Curved roof, timber and glass, landscape setting.

5.7 Energy Efficiency Measures and Sustainability

The site is former gravel workings and could arguably be considered a wet "brownfield" site that is being restored and adapted.

The buildings will sit on fill material, which would normally require piled foundations. Instead Vibro compaction of the fill will "reinforce" the ground for simple pad foundations and ground bearing slabs, reducing the need for steel and concrete.

The following are particular measures which will be introduced to ensure that the construction and use of the building is sustainable:

- the main cladding material, Western Red Cedar, is a renewable resource that weathers naturally, eliminating the need for initial decoration or redecoration;
- the building will be highly insulated, minimising the fuel consumption for space heating;
- solar shading to south facing windows by deep overhanging eaves and louvres will limit solar heat gain;
- monodraught stack ventilators in the roof, incorporating sunpipes, will naturally ventilate and illuminate internal corridors;
- rainwater from the roofs will be recycled as "grey water" to supply WC's, handbasins and showers; and
- the car parking area will employ porous surfaces to minimise surface water run-off.

6 Traffic, Transport and Highway Safety

The TKML application was supported by a full Transport Assessment (TA), and details from this assessment were also included in the Environmental Statement. The traffic analysis undertaken for this revised application is based on the data presented in that TA, updated to reflect the change in travel patterns likely from the revised proposal. For clarity, this section first outlines the base data established during the previous TA, then considers the stated predicted impact of the TKML permission, and finally assesses the likely impact of this revised application.

6.1 The TKML Base Data and Transport Assessment

This TA was prepared by Peter Brett Associates (dated October 2000), and the text of this is attached at Appendix 3a. The main conclusions from this were that:

> *"The impact was less than 5% on adjacent roads and is therefore considered to be insignificant according to IHT guidance"* (paragraph 10.3).

The Traffic and Transportation chapter of the Environmental Statement (text attached at Appendix 3b) concluded that:

> *"The effect of additional trips on the signal controlled junction on Henley Road was analysed using the signal junction program OSCADY. This shows there to be a negligible impact on the capacity of the junction"* (paragraph 8.2); and
>
> *"The residual effect of the proposed development on traffic flows is therefore assessed to be minor, and the impact on the transport infrastructure in the area is moderately beneficial"* (paragraph 8.4).

The following sub-section deals briefly with construction traffic and the subsequent sub-section covers the base figures (as stated in the TA) and the predicted flows of the marina and the rowing course (as per the TKML permitted application).

6.1.1 During Construction

The work on traffic impact carried out in support of the TKML application assumed that there would be sufficient material on site to construct the bunds. As no assessment had been undertaken a condition was placed on the planning permission restricting the importation of material; it reads:

> *"That any element of bunding work affecting the banks of the lakes shall be carried out in accordance with the method statement for that element of work approved pursuant to Condition 22 and shall be limited to material sourced at site unless otherwise agreed in writing by the Local Planning Authority"* (Condition 13).

As Section 12 (below) states, the strategy in terms of obtaining material for the bunds remains one of importing material from off-site only as a last resort. Current data concerning the quantity of fill material on site demonstrates that there is likely to be sufficient and thus there will be no construction traffic impact.

6.1.2 During Operation

The flows predicted in the TA are detailed at Tables 3.6 (for Pro-rata data) and 3.7 (for TRICS data). For ease of reference these are detailed below (the form has been slightly amended to separate out the marina and rowing course elements):

Table 6.1: PBA report, October 2000 Table 3.6 (Pro-rata total trip generation)

Arrivals						Departures					Totals		
Time	Base	Marina	Rowing Course	Net Increase	Total	Base	Marina	Rowing Course	Net Increase	Total	Base	Net Increase	Total
07.45-09.15	7	5	20	25	32	17	12	4	16	33	24	41	65
16.45-18.15	7	5	4	9	16	15	11	20	31	46	22	40	62

Table 6.2: PBA report, October 2000 Table 3.7 (TRICS total trip generation)

Arrivals						Departures					Totals		
Time	Base	Marina	Rowing Course	Net Increase	Total	Base	Marina	Rowing Course	Net Increase	Total	Base	Net Increase	Total
07.45-09.15	7	19	20	39	46	17	-3	4	1	18	24	40	64
16.45-18.15	7	18	4	22	29	15	24	20	44	59	22	66	88

Building on this analysis and established data, the following section assesses how this revised application will alter this traffic impact assessment data.

6.2 Traffic Implications of Revised Application

This revised application proposes no alterations to the scale of use of the marina and thus traffic impacts for that element of the proposal remain as set out in the TA as submitted. However, the impact of users of the rowing course will alter and these likely alterations are considered below, in the context of no rowing course on the site at present, and thus present traffic flows to the site for this purpose being non-existent. In predicting the likely flows, the TA contained two specific assumptions, namely:

1. **The course will contain only 6 rowing lanes therefore no more than 54 people (8 crew + 1 cox per boat) could feasibly use the facility at any one time;**
2. **A mode split of: 1 minibus containing 9 people, 7 cars containing 4 people, 7 cars containing 2 people and 5 cars containing 1 person. This would result in 20 trips.**

These two assumptions are considered in greater detail below, based on the nature of the revised proposals, and the use of the site (in terms of those user's movements) based on information provided by the ARA on how rowing sites are used, both for rowers and administrative staff.

6.2.1 Rowers

Although extra facilities are planned to accommodate up to 70 rowers, the total on site at any one time during weekdays is still expected to be approximately 50 rowers. Information from the ARA on probable mode of travel to and from the training site indicates that one third of rowers will be car sharing. The following assumptions on the mode split have been made to estimate the traffic generation:

Table 6.3: Mode Split and Vehicle Movements

Travel mode	Mode share	Number of rowers	Number of vehicles arriving
Car sharing	30%	15	0
Car drivers	50%	25	25
Public transport bus	5%	2	0
Motorcycle/cycle	5%	2	2
Minibus	10%	5	1
Total	**100%**	**50**	**27**

On the basis of these assumptions, the traffic generation by the rowers would be 27 vehicles (including 2 motorcycles). This total can be compared with the total of 20 vehicles predicted by PBA in their Transport Assessment (October 2000). The net increase would therefore be 7 vehicles. For the worst case, it is assumed that the rowers arrive at the site during the highway peak hour (8 am to 9 am), although it is probable that their arrival times will be flexible and would not all be during the peak period.

6.2.2 Site Staff (Coaching and Administrative)

The revised proposals assume a total of 19 full time staff will be based at the site, with daily attendance during the main nine months of each rowing year, most of whom will live locally. The ARA has indicated that full time staff would arrive at the site for 7.30 am and depart after 6 pm, therefore their normal journeys to and from work take place outside the highway peak hour periods. Even if half the 19 full time staff were to arrive at the site after 8 am (such as during the winter months), the extra car trips would only be approximately 7 cars per hour, assuming 70% travel by car and 30% by either bus, cycle, motorcycle or car sharing.

Up to 17 part-time coaching staff are also expected to visit the site but only at evenings and weekends. Their generated traffic would also be outside normal highway peak periods.

6.2.3 Extra traffic generation

Based on the above analysis, Tables 3.6 and 3.7 of the TA have been revised to reflect this changed scenario, shown as Tables 6.4 and 6.5 below.

Table 6.4: Updated Table 3.6

Arrivals						Departures					Totals		
Time	Base	Marina	Rowing Course	Net Increase	Total	Base	Marina	Rowing Course	Net Increase	Total	Base	Net Increase	Total
07.45-09.15	7	5	34	39	46	17	12	6	18	35	24	57	81
16.45-18.15	7	5	6	11	18	15	11	34	45	60	22	56	78

Table 6.5: Updated Table 3.7

Arrivals						Departures					Totals		
Time	Base	Marina	Rowing Course	Net Increase	Total	Base	Marina	Rowing Course	Net Increase	Total	Base	Net Increase	Total
07.45-09.15	7	19	34	53	60	17	-3	6	3	20	24	56	80
16.45-18.15	7	18	6	24	31	15	24	34	58	73	22	82	104

The implications of these are considered in the following section.

6.2.4 Conclusions

The PBA report acknowledges that that TA was based on onerous assumptions, stating:

> *"It must also be remembered that this figure is based on a series of onerous assumptions for potential traffic generation, and that the overall impact is therefore likely to be lower"* (paragraph 3.16).

This supporting statement has sought to refine the assumptions made in the PBA report, and build these in to a more robust analysis of likely travel patterns and impact resulting from this revised application.

In terms of extra vehicles visiting the site during the highway peak hours on weekday, assuming a worst case situation, the traffic generated by the rowers could add up to 7 vehicles during the morning peak hour and a further 7 cars by traffic generated by full time staff if some arrive after 8 am3. Similar increases would be observed during the evening peak hour. This total of 14 extra vehicular trips during the peak hour would be distributed onto the 3 approach routes (Henley Road and Caversham Park Road) to the site access junction.

The percentage increase on the base link flows and flows through the junction would be very marginal and would not represent a significant increase. (Ref: PBA Figure 6, which shows a total of 3,291 vehicles entering the junction during a 2002 AM peak period). This revised application thus represents a minimal change to that permitted under the TKML application, both in absolute terms and also relatively given the existing context.

3 This incorporates the PBA assumption that 20% of access traffic is drop-off collect trips and is therefore two-way.

Section 3:

Bunds and Environmental Issues

7 Key Engineering Design Elements

7.1 Summary of Key Elements

The key engineering elements of the scheme comprise:

1. Dredging of the lake-bed. This is necessary to provide an adequate depth for rowing. The Amateur Rowing Association considers that a 2 m water depth is the minimum acceptable depth to provide a suitable training facility.

2. Excavation of the strip of land between Folley Lake and Marina Lake. This is necessary to provide a sufficient length of open water to provide a 2000 m long rowing course.

3. Construction of the north east bund in Folley lake. This is required to provide access alongside the course for coaching.

4. Construction of the south west bund to separate the Rowing Lake from Marina Lake. This is required for two reasons, first to provide access alongside the course for coaching and second to separate the Rowing Course from Marina Lake.

7.2 Key Changes from Previous Application

The majority of the engineering elements of the scheme remain substantially similar to the previous application. Further information, for example more detailed geotechnical and topographic surveys carried out subsequent to submission and determination of the previous application have revealed that some changes to the proposed engineering design will benefit the overall development. In particular there are two key changes – the removal of the connection of the northern bund with Sonning Eye, and coaching access along the length of the bund. From these, a number of benefits flow, as detailed below.

7.2.1 Removal of Connection with Sonning Eye

The north east bund crossing Folley Lake has been stopped short 100 m from the land at Sonning Eye. This means that there is no land connection between the rowing facility and Sonning Eye. There are a number of benefits to this:

- improved security and safety;
- improved flood hydraulics;
- improved ecological connectivity within Folley Lake.

The Applicant appreciated concerns from residents of Sonning Eye that a land connection with Sonning Eye could potentially in the future lead to an informal access being created between the facility and Sonning Eye. This could have increased traffic through Sonning Eye and could have led to unauthorised access to Sonning by undesirables. At the same time the Applicant was concerned that a land connection could lead to unauthorised access to the facility from Sonning Eye either by unauthorised persons or by anglers which could have presented a safety hazard during training. Removal of the land connection has addressed this concern.

Flood flow and water level balancing between the Rowing Course and Folley Lake West was to have been achieved using culverts and a lowered section of bund acting as a weir during high flows. By removing a

section of the north east bund, a direct surface water connection between the lakes has been created. This will more closely match the current flood flow conditions and thus avoid the risk that the facility will adversely impact on flood flows.

Provision of a direct surface water connection will ensure the free movement of fish, invertebrates and fauna between Folley Lake West and the Rowing Course lake and thus ensure that no boundary is created between habitats in the two lakes.

7.2.2 Coaching Access

Coaching access is required along the length of the course. Coaches will primarily use bicycles for access, however cars will be used during inclement weather and for filming. A surfaced coaching road for use by both bicycles and cars is therefore proposed. The previous application comprised a separate coaching track and an access road along the north-east bund (envisaged for maintenance and emergency use only), and a coaching track with maintenance access along the south west bund. The proposed surfaced coaching road better meets the training needs of the facility.

8 Environment and Ecology

8.1 Introduction

The supporting information in this document draws out the key findings of the studies carried out for the Caversham Lakes Rowing Course and Marina Planning Application and subsequent studies during the development of this scheme.

Thames and Kennet Marina Ltd commissioned the consultants Hawk and Dovetail to carry out the design and Environmental Impact Assessment (EIA) for the proposed rowing lake and marina in 2000. Caversham Lakes Trust have taken on the development of the rowing lake and employed the consultants Arup to carry out further design and environmental studies during the feasibility stage of this project. Arup reviewed the Hawk and Dovetail EIA in 2001 and identified a number of areas within the report, which required further investigation. Consultants Mott MacDonald are undertaking the detailed design and contract supervision of the rowing lake and have under taken further environmental studies. The following section outlines the main findings of the reports carried out by these consultants.

8.1.1 Hawk and Dovetail

Hawk and Dovetail produced an environmental impact assessment, which was submitted with the original planning application in 2001. The report included a number of separate surveys carried out by various consultants, one of which being Ecology and Nature Conservation (attached at Appendix 4).

The ecological studies were based on survey data from 1992 and additional surveys by Peter Brett (2000) and EPCAD (1997).

8.1.2 Arup and Mott MacDonald

Arup were appointed consultants and carried out a review of the Hawk and Dovetail environmental information submitted in support of the TKML application. Arup carried out the following additional studies:

- Landscape and Visual appraisal of the entire lake complex at Caversham;
- An extended Phase 1 habitat survey of the entire lake complex at Caversham;
- Archaeological Appraisal;
- Noise and Vibration Appraisal.

Subsequent to this, Mott MacDonald carried out further reviews and work, in particular the following studies:

- Ecological appraisal carried out by subconsultant ornithologist and ecologist and a bat expert;
- Search of environmental records of the Caversham Lakes complex.

The outcome of this work is a clear understanding of the mitigation requirements for protected species and these are incorporated into this revised application (see Section 10). The County Archaeologist has produced a detailed brief for an archaeological desk study.

8.2 This Revised Application

The north face of the south west bund will be planted with continuous scrub planting. The north face of the north east bund will be grass seeded and planted with intermittent blocks of native scrub in order to reduce the visual impact of the bunds whilst also providing increased biodiversity. Proposed scrub planting is shown on drawings 201228/WEM/007 and /009. Scrub planting will comprise of low native shrubs found within the lakes complex. Typical species include dogwood, guelder rose and dog rose. The use of willow has been limited in order to avoid excessive maintenance requirements. Tree planting has not been carried out on the bunds in order to prevent wind disturbance to sailors and rowers. Trees would also provide a roosting spot for predators such as crows and magpies.

The bunds will be planted with a grass seed mix, which will provide increased bank stability and cope with the adverse conditions of winter inundation and summer drought. The grass will be shaded out eventually where scrub planting occurs. A wildflower grass mix typical of the Thames floodplains has been included where the old channel of the Thames is to be infilled.

Planting berms varying in width from 1 to 4 m are to be excavated on the north face of the north east bund. 1m wide areas at the toe of the bund are to be planted with marginal and aquatic plants. The plants will then extend out into the berms by means of natural colonisation. Berms will be reduced in width adjacent to the retained islands in order to maintain separation between the islands and the bund.

Marginal and aquatic plants will be restricted to the species already found along the lake edges and typically includes yellow flag, meadowsweet, purple loosestrife and water mint.

Canada Geese are found in large numbers on the lake. New aquatic planting will need to be protected from the birds. Protective fencing will be need to be erected on either side of planting berms and kept in place for two growing seasons. The fencing will comprise dark green, plastic mesh fencing. The protection was shown to be effective when used by the Wetland and Wildfowl trust at Barn Elms in London.

All trees to be retained on site will be protected with temporary fencing. Areas of retained and protected planting are shown on 201228/WEM/010. It is proposed to carry out pollarding of some of the willows, which flank the ditch running between Foley Lake and Marina Lake. A 350 m stretch of temporary willow hurdle will be erected close to the heronry. A double staggered row of shrubs along the entire length of the top of the bund is to be planted with time this will give a uniform screen whilst preventing wind disturbance to sailors and rowers. Marginal bays are to be created on the north face of the bund and planted with marginal and aquatic plants. The new clubhouse and car park will sit within an area surrounding by existing mature vegetation. The existing planting will be enhanced with additional native planting. Semi-ornamental native species such as *Rosa rugosa, Cornus stolonifera* and *Helleborus foetidus* are to be used within the car park and around the building. Planting around the building is indicated on drawing 201228/WEM/011.

9 Baseline Environmental Conditions

The following information has been collated from the previous environmental studies carried out by Hawk and Dovetail and Arup and by further field and desk studies carried out by Mott MacDonald and their subconsultants.

9.1 Ecology

9.1.1 Habitats

Past surveys suggest that the aquatic and terrestrial plant communities in the area to be affected by the construction of the rowing lake and associated infrastructure are typical of restored and un-restored ground at gravel workings, with no uncommon species present. The habitats are typically areas of semi-improved grassland and semi-natural woodland and scrub typically dominated by willows and aquatic plant communities dominated by Nuttall's waterweed *Elodea nuttallii*.

9.1.2 Mammals

One badger sett exists within the Caversham Lakes complex. However this will not be affected by the scheme. No signs of badgers were recorded within 30 m of the development site. No records of water voles exist within the Caversham Lakes complex according to records held by the environmental records office. However the ditch between Folley Lake and Marina Lake supports good potential habitat for water voles. Nevertheless the presence of mink is likely to mean the voles are not present. A water vole survey was carried out in May 2002 and no evidence of water voles was found.

The site is particularly attractive for bats given that the pattern of trees and water features will attract insects as a food source. Historic records exist and sightings of pipistrelle and noctule bats have been recorded at SU727741, SU730751 and SU733739 and SU730751 respectively. Daubeton bats may potentially use the area. A bat survey was carried out by the local bat group in summer 2001. No roosts were identified within the Caversham Lakes Trust at the time of the 2001 survey.

A subsequent bat survey was undertaken in May 202. The site around the proposed boathouse and marina were surveyed. One bat roost was found in a crack willow close to the existing pylon south of the proposed boathouse. This area is marked as point B on drawing 201228/WEM/010.

9.1.3 Amphibians and reptiles

There are no ponds or ditches suitable as breeding areas for great crested newts. The site probably holds grass snake and slow-worm populations. Trapping and removal of any amphibians and reptiles will take place prior to soil stripping between April and June and in September 2002.

9.1.4 Birds

The breeding bird assemblage is typical of large gravel pit sites. Peter Brett Associates carried out a bird survey in October 2000, which was late in the season. However this was augmented by data from Henderson Consultants (1991) and EPCAD (1997). A repeat survey was also carried out by Mott MacDonald in January 2001 to verify the historical findings.

Considering Schedule 1 species, there is no habitat suitable for little ringed plover within the development footprint area. Kingfisher activity appeared to be concentrated along Berry Brook and North Lake. A kingfisher survey was undertaken in May 2002 and no evidence of kingfishers was found. Hobby has bred in trees on the north side of the Lakes area, sufficiently distant from the application site to be unaffected were they to breed there again. A barn owl survey was undertaken in May 2002 and no evidence of barn owls was found.

An assessment of the heronry island was made in January 2002 by boat (herons are not Schedule 1 species). Six nests and several birds were present. The boat did not land or go unduly close and although the herons took flight briefly at the approach of the boat, they did not leave the site but promptly returned to the nests while we were still present. The herons must be fairly habituated to boats as the site is used for sailing and water-skiing and consequently are accustomed to disturbance.

9.1.5 Invertebrates

A survey by Pond Action in 1991 found some nationally scarce aquatic invertebrates in the Caversham Lakes complex. The criteria for scarcity is related to the number of 10km squares in which they are found, so it is an indication of restricted distribution, within which the species may be common.

Invertebrate interest is unlikely to be high due to the fact that the habitats are mostly common types and of recent origin. However, scarce or rare species (principally saproxylics) may be found within the old willows and older poplars if they have developed areas of rot.

One drain along the side of the site, close to the alignment of the bund, has conditions suitable for Desmoulin's whorl-snail. The Desmoulin's whorl-snail is a European protected species, a survey for the presence/ absence of the mollusc will be carried out in May 2002.

9.1.6 Fish

Data on fisheries for Marina Lake and Central Lake was obtained from the EPCAD report (1997). No data were available for Folley Lake. The two lakes supported moderately diverse fish communities. 'The presence of bullhead *(Cottus gobio)* is of significance. The species is listed under Annex 2 of the EU Habitats Directive, highlighting its importance in a European context' (Peter Brett Associates 2000). The fish prefers upland rivers, however does inhabit the margins of lowland rivers, hence its presence in Marina Lake which is adjoined to the River Thames.

9.2 Archaeology

The original Hawk and Dovetail EIA did not address any potential archaeological impacts. Subsequently Arup undertook a search of the Sites and Monuments Record. A considerable amount of archaeological finds are located within the environs of the site. Extensive archaeological surveys throughout the Thames Valley has shown there is rich and varied archaeological landscape. However the application site itself is highly disturbed due to gravel extraction and there are only a limited number of find spots. The only undisturbed area within the development which may hold archaeological finds is the area of land, which separates Folley Lake and Marina Lake. Further archaeological assessment will be required and is described in section 10.2.

9.3 Landscape

The site is composed of a number of flooded gravel pits, which lie within the Thames Valley Plain. The land slopes gently down to the floodplain. Areas of willow scrub and rows of poplars fringe the lake margins preventing open views of the lake from the valley slopes and surrounding housing.

10 Impact Assessment

10.1 Ecology

10.1.1 Habitats

The scheme will result in the loss of an area of willow scrub and trees around the site of the proposed clubhouse, an area of amenity grassland, a drainage ditch and an area of tall ruderal herbs and rank grassland. Folley Lake is a large body of open water, which provides a habitat for wildfowl. The loss of the terrestrial habitats is not likely to have a significant impact providing appropriate mitigation measures are carried out. The loss of undisturbed areas of open water and its implications in terms of disturbance to birds is discussed in section 10.1.5. The rowing lake and Folley Lake will remain unconnected to the River Thames by open water. Any potential changes in water quality resulting from the connection of Folley Lake and Marina Lake is unlikely to have a significant impact on the flora and fauna of the lakes.

10.1.2 Mammals

No signs of badger or water vole activity were recorded within the development area. One confirmed bat roost in a crack willow has been found close to the existing pylon to the south of the proposed boathouse. The tree may well need to be removed as part of the works. English Nature will be consulted and no felling work will take place until a DEFRA licence has been obtained and suitable mitigation measures have been developed and approved by English Nature.

10.1.3 Invertebrates

Scarce or rare species (principally saproxylics) may be found within the old willows and older poplars if they have developed areas of rot. A limited number of willows will be removed from around the clubhouse. The dead wood resource will be retained in shade and moist conditions on site. Any unsafe trees will be pollarded rather than felled where this is an acceptable option.

One drain along the side of the site, close to the alignment of the bund, has conditions suitable for Desmoulin's whorl-snail. The Desmoulin's whorl-snail is a European protected species. The proposed works will only affect a small portion of the drain. A survey will be carried out for Desmoulin's snails in May 2002 prior to the commencement of the works.

10.1.4 Reptiles

The grassland areas around the clubhouse could potentially provide a habitat for grass snakes and slow worms. A 'tinning' survey will be undertaken in April to June immediately prior to soil stripping however dependent on the timing of the works trapping could also be undertaken in September. Any reptiles found will be translocated prior to soil stripping to other suitable habitats within the site. Suitable areas of semi-improved grassland are abundant within the lakes complex.

10.1.5 Birds

The proposed bund crossing Folley Lake will result in the overall reduction in the area of undisturbed open water thereby reducing habitat for wetland birds. However other existing large areas of undisturbed water bodies throughout the lakes complex will continue to attract wildfowl.

Works entailing habitat removal will be timed to avoid the breeding season or will take place only after survey has confirmed that protected species are not present in the area affected.

Considering Schedule 1 species, there is no habitat suitable for little ringed plover in the development footprint area. Following a survey in May 2002, no evidence of kingfishers or barn owls was found.

An assessment of the heronry island was made in January 2002 by boat. The herons must be fairly habituated to boats as the site is used for sailing and water-skiing. The risk of construction of the rowing lake bund leading to desertion is negligible. Peak egg-laying is late March to early April with young leaving the nests by mid-June. Birds habituate to quarry machinery and the very gradual approach of the bund will allow them to build up tolerance. The period most likely to lead to significant disturbance of the birds is in the first three weeks after the young hatch as they cannot thermo-regulate and need brooding consequently if adults are not present in cold or wet weather mortality can occur. This high risk time will be in May. Suitable exclusion distances are proposed in section 11.1. Disturbance during the operation of the lake will be minimised by having a 350 m willow hurdle fence screen along the top of the bund adjacent to the heronry.

10.2 Archaeology

The majority of the study area has been extracted for gravel. The remaining paths and tracks are likely to have been substantially disturbed. However the area of undisturbed land between Foley Lake and Marina Lake needs further assessment. The County Archaeologist has produced a detailed brief for an archaeological desk study. The county archaeologist has specified the requirement for trial trenches to be excavated within the area of undisturbed land. The trenches should allow an assessment of the likely impact of the works and identify the requirement for any further studies.

10.3 Landscape and Visual Impact

The lakes are well screened from the surrounding landscape and housing by the existing willow scrub and poplars fringing the complex. The visual impact of the development is likely to be insignificant.

11 Mitigation and Enhancement Measures

11.1 Ecology

The following surveys are to be conducted:

Species	Survey Coverage	Dates
Desmoulin's whorl-snail	Area of ditch adjacent to the proposed clubhouse	May 2002
Grass snake/ slow worm	Grassland and overburden mounds to be surveyed immediately prior to soil stripping	April – June and September 2002
Kingfisher	Relevant waterbody banks	May 2002 – no presence.
Barn Owl	Trees with major cavities	May 2002 – no presence.
Bats	All trees within proximity of the works	One confirmed roost close to pylon – tree may need to be felled – DEFRA licence to be obtained in addition to consultation with English Nature.
Water vole	Survey of Ditch between Foley Lake and Marina Lake	May 2002 – no presence.

If the tree with the bat roost is to be removed a DEFRA licence will be required. A programme of works will need to be confirmed with English Nature. More detailed bat surveys are likely to be required. Mitigation measures will include the provision of bat boxes.

Disturbance to over wintering birds and herons was identified as a potential adverse impact. A temporary willow hurdle will be erected for a length of 350 m adjacent to the heronry. This will give an instant screen for the birds. Whilst planting trees cannot be carried out on the bund (in order to avoid wind disturbance for rowers) it is possible to plant a double staggered row of shrubs along the entire length of the bund, thereby reducing disturbance to birds. No work is to occur within 100m of the heronry between January to June inclusive. In addition no work is to occur within 200m of the heronry between January and May inclusive.

The islands in Folley Lake to the north of the bund will be isolated from the bund thereby protecting breeding birds from ground predators.

Further enhancement measures could include a grazing regime for the grassland areas between Marina Lake, Folley Lake and the Thames. Management would reduce scrub invasion, which is occurring, and thereby improve the grassland diversity. This could be achieved by mowing or possibly by using cattle. A new nature reserve is to be created as part of the Section 106 Agreement at the central lake. The long-term development of the lakes needs to be explored further with the county ecologists and the local wildlife trust.

11.2 Archaeology

Trial trenches will be excavated and thereby establish the requirement for a full scale excavation of the land between the Foley Lake and Marina Lake. The exact extent and location of trial trenches cannot be ascertained until a detailed desk study has been conducted.

11.3 Landscape and Visual

Full details of the landscape proposals are described in Section 8.2.

11.4 Environmental Best Practice

The contractor constructing the works will be required to follow environmental best practice when carrying out his operations on site. The aims of the best practice will be to maintain and enhance the water environment and to encourage sustainable construction practices. The best practice guidance is based on guidance used in Environment Agency contracts and will be a contractual obligation on the contractor. The guidance that will be used during construction is reproduced below.

1. *The Contractor shall plan and order all his activities to maintain and enhance the water environment.*

   In addition to this general requirement, particular areas for action are:

   - *Avoidance of pollution of any waters, (surface or underground)*
   - *Avoidance of pollution of any land*
   - *Preservation of flora and fauna*
   - *Avoidance of nuisance of sounds, vibrations and dust.*

   The Contractor shall demonstrate in a written Method Statement his proposals to minimise environmental impact and satisfy the above requirements.

   The following should be addressed in the Method Statement:

- *Equipment which leaks any fuel, lubricant or hydraulic fluid shall not be used.*
- *Bio-degradable hydraulic fluid is preferred.*
- *Equipment shall be maintained to ensure efficiency and to minimise emissions.*
- *Equipment shall be steam-cleaned prior to delivery to the Site.*
- *Fuel and oil storage shall be away from watercourses, fully bunded to 110% of the volume stored and maintained in a secure and clean manner. Delivery and vent pipes shall terminate within the bund.*
- *Refuelling or servicing of Equipment shall be carried out in designated locations away from watercourses.*
- *Refuelling shall be supervised and shall be carried out by pumping through a trigger type delivery nozzle.*
- *An adequate supply of oil-absorbent materials shall be readily available on site at all times (eg in cab of plant).*
- *Any spillage shall be immediately contained, removed from site and disposed to a licensed tip, the Supervisor being promptly informed.*
- *Concrete shuttering shall be designed to avoid escape of cementitious material, especially where it would contaminate water.*
- *Timber used for temporary works shall be from a temperate sustainable resource.*
- *Working areas shall be defined with a demarcation fence to avoid damage to adjacent land and vegetation, as Specification Clause 1. 3.*
- *Protection of trees and other vegetation.*
- *Equipment shall be effectively silenced and shall comply with any stated requirements of the Local Authority.*
- *Timber preservative treatment shall be carried out away from watercourses and in a manner to avoid any spillage or loss.*

2. *Where materials arising from or required for the works constitute Controlled Waste under the Environmental Protection Act 1990 (Sections 33 and 34), the Contractor shall provide the Supervisor with a copy of the Carrier's licence to transport the materials and copies of all Waste transfer notes.*
3. *All new timber shall be provided from a managed renewable resource and certified as such by an independent inspection agency accredited by the Forest Stewardship Council.*
4. *Peat shall not be imported to the Site for use as a soil conditioner for landscaping and planting. Peat naturally occurring on the Site may only be used if it is already present at the location of planting. It must not be moved around the Site.*
5. *Imported soil conditioners shall be free from Peat and Coir, be manufactured from composted matter, recycled and renewable materials, be fully pasteurised and, be free from weed seeds, disease and fungal organisms. The Contractor shall provide details of any proposed soil conditioner for approval prior to commencement of landscaping works.*

12 Flood Risk and Lake Hydraulics

12.1 Baseline Hydraulic Conditions

The Caversham Lakes area lies adjacent to the Thames between Sonning Weir, immediately downstream of the site and Caversham Weir, upstream of the site. The proposed development lies within the Indicative Floodplain as shown on Environment Agency Flood Risk Maps and as defined in Planning Policy Guidance Note 25 Development and Flood Risk (PPG25).

There is no direct surface water connection between Folley Lake and either Marina Lake or the River Thames upstream of Sonning Weir except during floods. During floods water levels rise above the strip of land separating the two lakes thus connecting the water bodies. There is a groundwater connection between these water bodies through the river gravels. The water level in Folley Lake is at a lower level than Marina Lake.

12.2 Flood Risk Study

12.2.1 Flood Risk and Development Control

The development is within the floodplain there is therefore a need to ensure that the development is sustainable in terms of flood risk. Planning Policy Guidance Note 25 Development and Flood Risk applies and preliminary consultations have been carried out with the Environment Agency. The development falls within Flood Zone 3b (undeveloped and sparsely developed area at high risk) in the Sequential Test (Table 1) contained in PPG25. Such areas are *"generally not suitable for residential, commercial and industrial development unless a particular location is essential eg for navigation and water-based recreation uses and an alternative lower-risk location is not available*". The purpose of this development is a water-based activity and an alternative lower risk alternative is not available thus the development is suitable for this area.

To confirm that the development is sustainable it is necessary to demonstrate that it does not:

- increase flood levels either at the site or elsewhere
- impede flood flows
- result in a net loss of flood-plain storage

It is also necessary to demonstrate that an appropriate standard of defence will be provided.

12.2.2 Flood Modelling

A computational hydraulic model of the River Thames has been developed for the Environment Agency which covers the reaches of the Thames and its floodplain around Caversham. A physical model of the area was also constructed at HR Wallingford which has provided some calibration data for the computational model. The effects of the proposed development have been analysed using the computational model by Peter Brett Associates as part of the previous application. A summary of this study is contained in the Environmental Statement (Appendix 5) and further details are contained in a report by Peter Brett Associates: Caversham Lakes Rowing Course Flood Study (October 2000).

12.2.3 Flood levels

The conclusions of the Peter Brett flood study was that providing sufficient flood flow connectivity is provided between the Rowing Course and Folley Lake West that there will be no change in flood water levels either at the site or elsewhere compared with the current situation.

Flow connectivity between the Rowing Course and Folley Lake West was modelled by Peter Brett as 60 m^2 of open area provided by culverts below water level through the north east bund and a lowered section of bund 200m in length at a level of 35. 25 mAOD.

The proposal in this Application is to increase the flow area between the lakes to further improve connectivity by leaving a 100m gap at the end of the north east bund. A basic comparison of flow areas between the lakes is summarised in Table 2 demonstrating that flow connectivity will be increased.

Table 13. 1: Basic comparison of the available flow area between Folley Lake West and the rowing lake

	As modelled flow area (m^2)	Proposed flow area (m^2)	Increase in flow area ?
Below normal water level[1]	60	210[2]	Yes
Between normal water level and bund crest level[3]	130	180	Yes

Notes

[1] Normal water level taken as 34.1 mAOD

[2] Typical bed level taken as 32.0 mAOD (proposed flow area = 100 x (34.1-32.0) m^2)

[3] Bund crest level is 35.9 mAOD (as modelled flow area = 200 x (35.9-35.25) m^2; proposed flow area = 100 x (35.9 – 34.1) m^2)

12.2.4 Flood flows

The computational model study by Peter Brett Associates demonstrated that flood flows would not be impeded by the proposed scheme since flood levels are not raised either at the site or elsewhere. Examination of potential flood flow paths lead to the following general conclusions. The south west bund will act in a similar manner to the existing strip of land between Folley Lake and Marina Lake preventing low return period floods from entering Folley Lake and acting as a weir for higher return period flows. The north east bund across Folley Lake could disrupt flood flows if there were not sufficient flow connectivity between Folley lake West and the Rowing Course. The model study showed that sufficient connectivity can be achieved and this has been further increased by the current proposals. The north east bund will not therefore impede flood flows.

12.2.5 Floodplain Storage

The scheme involves the excavation of land within the floodplain thus creating floodplain storage but also filling within the floodplain thus reducing floodplain storage. The aim during scheme development has been to ensure that there is no net loss of floodplain storage and where possible provide a net increase in floodplain storage.

Floodplain storage is lost due to the construction of the bund above normal water level to a crest level of 35. 9 mAOD. Further floodplain storage is lost above 35. 9 mAOD due to the construction of the training facility building. Floodplain storage is gained from the excavation of the strip of land between Folley Lake and Marina Lake, the excavation of islands within Folley Lake and the removal of a spoil heap where the car park is to be located. The boathouse for boat storage does not present a loss to floodplain storage as this will be located at a lower level than the main building. A summary of the floodplain storage gains and losses is given in Table 6. 2.

Table 13. 2: Floodplain Storage

	Storage Loss (m^3)	Storage Gain (m^3)	Gain/Loss
Between 34. 1[1] and 35. 9 mAOD	-43 000	+ 46 000	Small gain

Between 35. 9 and 36. 5[2] mAOD	-430	+ 680	Small gain

Notes

[1] Normal water level taken as 34.1 mAOD

[2] 100 year return period in Folley Lake taken as 36.5 mAOD

The table shows that there will be no net loss of floodplain storage and if anything small gains in floodplain storage are possible.

12.2.6 Standard of flood defence

The main training facility building will be raised above normal ground levels to give a minimum finished floor level of 36.9 mAOD, 400 mm above the 100 year flood level in Folley Lake. The 400 mm provides a freeboard above flood level to account for wave action, uncertainties in flood levels and future increases in flood level due to climate change.

The boathouse for boat storage will be set at a floor level of about 35.9 mAOD, approximately at current ground levels, and will therefore be allowed to flood on an occasional basis. This is a normal and expected condition for a rowing boathouse. The building will be designed with flood resistance in mind and the fabric and fittings will be designed to cope with occasional inundation. Easily damaged fittings such as electrical circuits will be set above 36.9 mAOD. All external works and drainage (foul and stormwater) will be designed with flood resistance in mind.

13 Strategy for Obtaining Fill Material for the Bunds

13.1 Requirements (Applicable to this 'Revised' Application Only)

The construction of a bund alongside the rowing course requires the placing of fill, the majority of which will be placed underwater. In order to avoid excessive consolidation and settlement beneath the surfaced road along the crest it is intended to construct the part of the bund beneath the road from granular fill. Highways Agency Specification, Class 6A fill is proposed for this purpose. It is proposed to place additional material to the northern side of the road to form a 7. 5 m wide bund [of which 4.5m width is to be surfaced, see Section 5]. The aim of this is to provide an area of land along the bund that can be used to create habitats to further develop the ecological interest of the Caversham Lakes area, as well as providing a verge alongside the road. This can be formed using clay overburden available on site. The placing of this underwater is more difficult than placing granular fill and this will result in a more natural "un-engineered" appearance to the northern side of the bund. This matches the function of the northern side of the bund.

The current estimate of fill required for the bund is:

- Granular fill: 147,000 m^3
- Other fill (clay overburden): 61,000 m^3
- Topsoil 2,900 m^3

In addition, about 3 000 m^3 of other fill (clay overburden): is required to fill the old cut to the Thames.

It is intended to source as much of this fill from within land owned by Caversham Lakes Trust Ltd at Caversham. In order to form the rowing course three areas of land need to be excavated:

- the strip of land between Marina Lake and Folley Lake;
- an area of land at the south west end of the course to give sufficient length to the course;
- an island in Folley Lake within the rowing course footprint.

The material excavated from these three areas will be used for bund construction. The current estimate of material available in these three areas is:

- Granular fill: 130,000 m^3
- Other fill (clay overburden): 77,000 m^3
- Topsoil 4,000 m^3

There is therefore sufficient clay overburden and topsoil from these areas to meet the needs of bund construction but there is a shortfall of granular material. The shortfall using the above quantities is 17 000 m^3. However during the filling operation some material will be lost due to wastage owing to the difficulty of placing to precise lines and levels at depth below water. A more realistic estimate of the shortfall, assuming about 10 % wastage is therefore about 30 000 m^3. However there is the potential for obtaining granular fill from other locations within the site. These are described in Section 3.

It should be noted that the above estimates are based on a detailed topographic survey and a geotechnical investigation nevertheless there are a number of areas of uncertainty over material quantities which present a risk to the scheme. These are described in Section 2.

13.2 Material Sourcing Strategy and Issues

Currently, there are several uncertainties regarding material quantities arising from both the excavation and filling operations and these are summarised in Table 12. 1 below:

Table 12. 1: Uncertainties Regarding Fill Material

Operation	Uncertainty	Measure to limit risk
Excavation	Elevation of soil layers. The geotechnical investigation provides some details of soil layers but different assumptions for interpolation and interpretation of this information has an influence on the quantities.	Radar survey to in-fill information between boreholes. Further site investigation may be appropriate.
	Location of granular fill sources. Because the site has been an area of aggregate extraction with overburden and arisings being placed in parts of the site, there is a risk in interpolating between boreholes as boreholes may "miss" areas of arisings.	Radar survey to in-fill information between boreholes. Further site investigation may be appropriate.
	Degree of mixing of soil layers. Because excavation will be at depth, often below water there may be a thickness of granular material near the interface with other materials that cannot be easily won as it is too mixed with that material.	Trial bund to be constructed at start of civil contract to establish working method for excavation to reduce losses.
Filling	Thickness of silt layer. A soft layer of silt exists along the footprint of the bund. To avoid failure and settlement of the bund the layer needs to be removed. Details on the thickness of this layer are limited. The silt thickness has a large influence on the quantity of fill needed.	Radar survey along bund footprint to establish silt thickness.

	Wastage. Fill is being placed at depth below water, inevitably leading to inaccurate placing of material and thus loss of granular fill in wastage.	Trial bund to be constructed at start of civil contract to establish working methods to reduce wastage and to establish proportion of wastage.

Note: The radar survey is a non-intrusive method to establish the boundaries between soil layers.

Measures to limit the risk of quantity changes have been planned. However even during construction there will remain some quantity risk. For this reason this strategy for sourcing fill has been developed to ensure that the quantity risk has been planned into the scheme.

13.3 Strategy for Sourcing Fill Material

A hierarchy for the sourcing of granular fill is proposed which by its choice of source aims to minimise environmental impacts, minimise costs and minimise the use of aggregate resources. This hierarchy is given below.

13.3.1 Use of material excavated to form the rowing course

This involves winning material from the three areas of land described in Section 1:

- the strip of land between Marina Lake and Folley Lake;
- an area of land at the south west end of the course to give sufficient length to the course;
- an island in Folley Lake within the rowing course footprint.

The current estimate of material available in these areas is 130 000 m^3.

13.3.2 Use of material dredged from rowing course footprint

Dredging of the lake bed is needed to provide sufficient water depth for rowing. Some of the material dredged will be granular fill which can be reused in the bund. The volume available is uncertain. Assuming for example, 20 % of the footprint of the rowing course contains winnable granular fill to a depth of 0. 5 m would yield a volume of about 20 000 m^3.

13.3.3 Use of material excavated from southern lake edge of Marina Lake

Aggregate can be won from the southern lake edge of Marina Lake. Here there is an area of land between Marina Lake and the River Thames about 100 m wide and nearly 1 km long. Most of the area is unimproved grassland, a continuation of the land that has already been excavated to form Marina Lake. The lake edge is currently being worked by Lafarge. The aim would be to minimise the area of land disturbed to reduce the area of grassland damaged. Mitigation in the form of creation of habitat along the bund and placing of overburden within the area excavated would aim to compensate any loss.

Three areas have potentially been set aside as borrow areas, each about 100 m long by 30 m wide. Each providing about 10 000 m^3 of fill. Additional areas of land along the southern lake edge may also be suitable as borrow areas.

13.3.4 Use of material dredged from elsewhere in Marina or Folley Lakes

Areas within Caversham Lakes but outside land owned by Caversham Lakes Trust Ltd could provide a further source of granular fill. Dredging of Folley Lake East and Folley Lake West could yield granular fill.

Making the same assumption as for source 2: if 20 % of the Sailing Club and Waterski Club lake areas provides winnable granular fill to a depth of 0. 5 m then about 30 000 to 40 000 m^3 would become available.

13.3.5 Use of material purchased from Lafarge

Lafarge have indicated a willingness to provide granular fill from their on-site aggregate should there be a shortfall for the bund.

13.3.6 Use of imported fill

As a last resort it may be necessary to import fill. Material import will not necessarily be by road given that there is river access to half the site; this provides potential for material to be imported by barge. A potential riverside source of fill has been identified at Penton Hook landfill site further down river which is currently used by the Environment Agency for disposing of dredgings. However negotiations with the Environment Agency and landowner would be needed before this could be used and the cost and practicalities of river transport may make it unfeasible.

This last source is the final fallback position and further work would be needed to ascertain traffic impacts in the unlikely event that source is needed. Since it is unclear what volume of fill this would involve no further work has been done on this at this stage and this application as submitted does not seek permission for the import of any material.

13.4 Conclusions

Based on current estimates and the assumptions given above the sources of fill required for the bund are:

1. Use of material excavated to form the rowing course
2. Use of material dredged from rowing course footprint
3. Possible use of material excavated from southern lake edge of Marina Lake – potentially one area of 100 x 30 m

This is continuously being reviewed as more geotechnical information becomes available and will continue to be reviewed as construction progresses with sourcing of fill following the hierarchy set out in Section 3.

14 Sequencing of Work Elements

The elements of the proposed work comprise those relating to the rowing facility and those relating to the marina. Method Statements for each of these elements (as required by Condition 22 on the TKML planning permission), will be submitted for approval once the contractor has been appointed.

14.1.1 The Rowing Facility

Sequencing of works to this part of the proposed development are as follows:

1. Dredge Folley Lake and Marina Lake within rowing lake footprint
2. Construct north-east bund
3. Construct south-west bund
4. Landscaping north-east bund
5. Landscaping south-west bund

6. Landscaping boathouse
7. Fill old cut to the Thames
8. Excavate land between Folley Lake and Marin Lake
9. Excavate land at south-west end of rowing lake
10. Construct boathouse and provide infrastructure (roads, utilities)

14.1.2 The Marina Facility

Sequencing of works to this part of the proposed development are as follows:

1. Begin road construction and overburden removal (begins month 1 – anticipated June 2002)
2. Services to be laid (begins month 3)
3. Dredging work to begin (begins month 3, 2 month duration)
4. Marina facility to be constructed (begins month 4, 9 month duration)
5. Fencing (begins month 4)
6. Aquatic planting spring 2003
7. Car parking (begins month 8, 1 month duration)
8. Remaining landscape planting begins winter 2003.

Start and end dates may vary due to variations in the progress made by the contractor as construction progresses, amendments to suit the contractor's working method and the influence of weather.

15 Conclusion

15.1 The Scope and Need for this Planning Application

This planning application seeks permission for a very similar facility to that granted permission in December 2001 pursuant to an application made by Thames and Kennet Marinas Limited (TKML).

This application, which in effect proposes a revision to the approved scheme, has been deemed necessary by South Oxfordshire District Council (SODC) as the specification requirements for the facility have now changed, in particular to meet Amateur Rowing Association (ARA) standards. The view of South Oxfordshire District Council (SODC) is that these proposed revisions are not sufficiently minor to be considered as revisions to the approved scheme, and thus a new planning application has been deemed necessary.

The revisions proposed through this application relate to both the boathouse and the bunds. These are summarised below, followed by a justification for the revisions proposed.

15.2 The Boathouse

15.2.1 Proposed Revisions

The existing permission allows for construction of a Boathouse with a total floorspace of 757 m^2. Following detailed discussion with the ARA, it has been established that the minimum **floorpsace required totals1,730 m^2.**

15.2.2 Justification for Proposed Revisions

These amendments currently sought are based on the ARA's requirements. It is recognised that the context of this increase in floorspace is that the officer's report to Committee on the previous application stated that, *"The new buildings represent the absolute maximum size that your officers consider acceptable"* (paragraph 27). However, there are a number of important considerations relating to this application which support the proposed increase in floorspace.

- **The standard of the facility** - The approved application sought permission for a boathouse which was intended to accommodate modern-day Olympic standard athletes. This remains the rationale for the use of the rowing lake, and the accompanying support facilities should be designed and provided to a level to support this use.
- **The impact on visual amenity** - The revised Boathouse design better reflects a national facility. Recognising the necessity for a revised scheme in the light of the ARA requirements, Caversham Lakes Trust Ltd wish to pursue the opportunity to enhance the design and setting of the scheme with revisions which aim to (i) integrate the building into its surroundings, and (ii) create a design that better fits its status as an national resource for Olympic athletes. The revised scheme incorporates a number of measures which will be introduced to ensure that the construction and use of the building is sustainable. Due to this and other design improvements, the proposed building more fully reflects SODC guidance on design (as provided in the SODC Design Guide, December 2000).
- **Traffic impact** - Despite the increase in floorspace, the impact this will have on traffic flows and movements is minimal, both in absolute terms (an additional 14 vehicle movements during the morning and evening peaks); and in relative terms (a total of 3,320 vehicles use the junction during the morning peak hour).

15.3 The Bunds

15.3.1 Proposed Revisions

There are two main changes proposed to the bunds. First, the removal of the connection of the northern bund with Sonning Eye; and second, coaching access for vehicles along the entire length of the bund.

Vehicular access is required as stated in the ARA's Specification for a High Performance Facility, for the purpose of allowing coaches to travel along the length of the course, and pass approaching vehicles, to allow coaching videoing and provide access in the case of an emergency (for example an accident or injury).

15.3.2 Justification for Proposed Revisions

Stopping the north-east bund short of the previous application eliminates the physical connection with land at Sonning, facilitating a number of benefits:

- **Security** – Security is increased as access is prevented between the bund and Sonning, to the benefit of both local residents and the security of the facility.
- **Improved hydrology** - There will be hydraulic improvements to water levels and flood flows between the two lakes which will be balanced and thus closer to the existing situation.
- **Environmental benefits** – These include permitting fish and invertebrate access between Folley Lakes North and South.

Finally, notwithstanding the above, in the context of the planning condition on the extant permission restricting the importation of material, following more detailed site investigations, more information is known about the nature and type of material on the site which can be used for construction of the bunds. Whilst the existing permission could be implemented (albeit with some relatively minor amendments), as a consequence of these findings, alternative engineering solutions may have to be found to construct the bunds to those for which permission was sought and this may, to some extent, impact on the design of the scheme.

15.4 Conclusions

The revisions proposed through this application will enable the scheme which was granted permission in December 2001 to be improved upon. The principal of the use of the site for a rowing lake has been established through the granting of the previous planning application and the planning policy context of this application remains substantially similar as for the TKML application.

For all of the above reasons, we can see no reason why this application should not be permitted.

CON | 2002 | 7198

South Oxfordshire District Council

Adrian Duffield, Head of Planning
Council Offices, Crowmarsh Gifford
Wallingford, OX10 8NJ

Reply Rqd.

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RG40 1WR

Contact Officer : Ms P.A.Fox
e-mail : planning.south@southoxon.gov.uk

Our Reference : P02/S0577 - 9

22 July 2002

Dear Sir/Madam

CONSTRUCTION OF A NATIONAL OLYMPIC ROWING TRAINING COURSE AND ASSOCIATED BOATHOUSE AND ANCILLARY FACILITIES. (AMENDMENT TO PLANNING PERMISSION P00/S0273).
At : CAVERSHAM LAKES, HENLEY ROAD, EYE & DUNSDEN
Application Reference : P02/S0577 Grid Ref : 474117/174823

This application has been submitted to the District Council as Local Planning Authority. I enclose a copy of the application form(s) with appropriate plans.

I am consulting you in accordance with the requirements of Article 10(4) of the Town and Country (General Development Procedure) Order 1995 because the development may be considered to affect land within the administrative area of your Authority.

Any representations on the proposal should be made to the Council, in writing, to the address given above, within **14 days** of the date of this letter. These comments will normally be made available to the public.

Should you require any further information or advice please let me know.

Yours faithfully

Paula Fox

Ms P.A.Fox
Planning Manager (Southern Area)

POSITIVE ABOUT DISABLED PEOPLE

INVESTOR IN PEOPLE

rest of plans with officer

HIGHWAYS CONSULTATION SHEET

From: Tanya Davies **Date:** 22 August 2002

Application Number: CON/2002/7198

Proposal: Consultation from S Oxfordshire District Council on application to construct a National Olympic rowing training course and associated boathouse with ancillary facilities.(Amendment to planning consent P00/S0273)

Parish:

Site Address:
Caversham Lakes, Henley Road, Eye & Dunsden, Reading.

Applicant:
Caversham Lakes Trust Ltd C/O Arup Economics & Planning.

Your observations are required in respect of this application within **7 days** of the above date.

✓ below as applicable;

1) ☐ Recommend refusal for the reason(s) **stated below**;
2) ☐ Recommend approval but with condition(s) & reason(s) **stated below**;
3) ☐ Recommend approval with **no** condition(s) or reason(s).

Details of planning consent P00/S0273 are required please.

Signed: _____ **Print name:** AC 27/8/02

Highways have no objections.

AC 9/9/02

Application : **P00/S0273**

South Oxfordshire District Council

Council Offices, Crowmarsh Gifford, Wallingford, Oxon. OX10 8NJ

Town and Country Planning Act 1990

PLANNING PERMISSION

Thames & Kennett Marina Ltd
c/o Hawk & Dovetail Design Ltd
5d Victoria Way
NEWMARKET
Suffolk

CB8 7SH

Date of deposit : 29th March 2000

Application proposal and location of development, including any amendments :

Construction of new rowing course and rowing centre with associated parking, drainage, access and landscaping; relocation, subdivision and enlargement of existing marina to form a marina for 326 river boats and 149 narrow boats together with associated parking, drainage, access and landscaping; creation of nature reserve; partial change of use of existing boatyard by the Environment Agency to allow servicing of EA river craft in addition to its existing use for the servicing and storage of marina boats, construction boatyard service building and associated drainage (as amended by Agent's letter dated 26 October 2000, associated information including ecology, transport assessment, flood study and environmental impact assessment reports and drawing nos. 9913 PA1a, PA3a, PA4a, PA5a, PA6a, PA7a, PA20 and PA21 and Environmental Statement received 6 February 2001).

Caversham Lakes, Henley Road, Eye & Dunsden

South Oxfordshire District Council hereby gives notice in pursuance of the provisions of the Town and Country Planning Act 1990 that **planning permission is GRANTED** for the carrying out of the development referred to above strictly in accordance with the description, plans and specifications contained in the application (as varied by any amendments as referred to above) subject to the following condition(s) :

1. That the development must be begun not later than the expiration of five years beginning with the date of this permission and if this condition is not complied with this permission shall lapse.

   Reason: By virtue of Sections 91 to 95 of the Town and Country Planning Act 1990.

3rd December 2001

Planning Manager (Southern Area)
for the Chief Executive
Proper Officer

P00/S0273

2. That prior to the commencement of the development of any of the buildings samples of all the materials to be used for all the external walls and roofs of that building shall be submitted to and approved in writing by the Local Planning Authority before any development commences. Thereafter the materials used shall not be other than those approved.

Reason: To safeguard the character and appearance of the area in accordance with Policies G1, G8, R9 and R21 of the Council's adopted South Oxfordshire Local Plan.

3. That prior to the commencement of the development of any of the proposed buildings a detailed specification of the type, design and external finish of all windows and external doors of that building shall have been submitted to and approved in writing by the Local Planning Authority. Thereafter the windows and external doors of the buildings shall be as approved.

Reason: To ensure that the details of the development are satisfactory and to accord with Policies G8, R9 and R21 of the Council's adopted South Oxfordshire Local Plan.

4. That no development shall commence until a detailed scheme for hard and soft landscaping of the site, which shall include its phasing, maintenance and management and the locations of existing trees and shrubs to be retained on the land, has been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that the work does not detract from the character of the area in accordance with Policies G8 and R21 of the Council's adopted South Oxfordshire Local Plan.

5. That the phasing of the hard and soft landscaping, its maintenance and management shall be carried out in accordance with the approved details; and any trees or plants which, within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

Reason: To ensure that the development is assimilated into the local landscape and nature conservation interests are protected in accordance with Policies G8, G9, R9 and R21 of the Council's adopted South Oxfordshire Local Plan.

6. Prior to the carrying out of any work of hard surfacing a specification of all finishing materials to be used for that section of hard surfacing shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the hard landscaping shall be conducted in accordance with the approved scheme.

Reason: To ensure that the work does not detract from the character of the area in accordance with Policies G8 and R21 of the Council's adopted South Oxfordshire

Local Plan.

7. That the existing trees, shrubs and hedges on the land shown to be retained on the landscaping plans submitted pursuant to Condition 4 shall be protected whilst development operations are in progress, in accordance with a scheme to be first submitted to and approved in writing by the Local Planning Authority and to be implemented prior to the commencement of the development hereby permitted.

   Reason: To safeguard the character of the area and to safeguard trees which are visually important in accordance with Policies G8 and C16 of the Council's adopted South Oxfordshire Local Plan.

8. That the car parking provision shall be constructed, surfaced and laid out as shown on the approved drawings, unless the Local Planning Authority agrees otherwise in writing, prior to the commencement of the associated use and its facilities. Thereafter the approved car parking areas shall be retained and maintained and shall not be used for any other purpose other than the parking of motor vehicles.

   Reason: To ensure that there is an appropriate car parking provision to accord with Policy G11 of the Council's adopted South Oxfordshire Local Plan.

9. That, prior to development commencing on any building, a scheme for the disposal of surface water drainage and foul drainage from that building shall be submitted and approved in writing by the Local Planning Authority: thereafter that building shall not be used or occupied until surface water and foul drainage from that building are disposed of in accordance with the approved scheme.

   Reason: In the interests of public health and to avoid pollution in accordance with Policies G7 and G17 of the Council's adopted South Oxfordshire Local Plan.

10. That no development shall take place within the site until the implementation of a programme of archaeological work has been secured, in accordance with a written scheme of investigation which has previously been submitted to and approved in writing by the Local Planning Authority.

    Reason: To ensure that any archaeological interests on the site are protected and recorded in accordance with Policies CON17 and 18 of the Council's adopted South Oxfordshire Local Plan.

11. That prior to the commencement of development of any of the proposed buildings, plans showing the proposed slab levels of the new buildings and proposed surrounding contouring of the site shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall not proceed other than in accordance with the approved details.

Reason: To secure a satisfactory appearance and to ensure that the new buildings would not lead to increased flood risk in accordance with Policies G1, G8 and G16 of the Council's adopted South Oxfordshire Local Plan.

12. That prior to the construction of the rowing course any gravel shall have been extracted unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure the proper restoration of the site in accordance with Policies G1, G9 and R21 of the Council's adopted South Oxfordshire Local Plan.

13. That any element of bunding work affecting the banks of the lakes shall be carried out in accordance with the method statement for that element of work approved pursuant to Condition 22 and shall be limited to material sourced at site unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure the proper restoration of the site in accordance with Policies G1, G9 and R21 of the Council's adopted South Oxfordshire Local Plan.

14. That details of any pontoons, any buoys and associated equipment shall be submitted to and approved in writing by the Local Planning Authority prior to their installation.

Reason: To ensure that the provision of these does not detract from the character and appearance of the local landscape in accordance with Policies G1, R9 and R21 of the Council's adopted South Oxfordshire Local Plan.

15. That, prior to the first use of the marina and rowing course, details of the type, output and location of any public address system to be used on the site shall be submitted to and approved in writing by the Local Planning Authority. Thereafter any such system installed shall be operated in accordance with the approved details.

Reason: To ensure that any such system does not cause noise or disturbance to residents of surrounding properties in accordance with Policy G7 of the Council's adopted South Oxfordshire Local Plan.

16. That the means of vehicular access to and from the site shall be taken only along the existing service road to and from the public highway at the junction of Henley Road and Caversham Park Road.

Reason: In the interest of highway safety and convenience in accordance with Policies G10 and R21 of the Council's adopted South Oxfordshire Local Plan.

17. That the marina offices and chandlery shall only be used for purposes in connection with and incidental to the marina and shall not be used for the repair of boats, the rowing centre and boathouse building shall not be used for purposes other than storage of boats, as bunk rooms, offices and toilets and shall only be available for use by participants of watersports

ancillary to the use of the rowing course as a training facility and the use of the existing boatyard by the Environment Agency shall be for operational and navigational purposes as specified in the application unless otherwise agreed in writing by the Local Planning Authority.

Reason: That more intensive uses of the site would be likely to generate greater levels of traffic and activity to and from the site, harming the environmental and nature conservation interests of the site in accordance with Policies R9 and R21 of the Council's adopted South Oxfordshire Local Plan.

18. No permanent or fixed structures shall be provided on the site for the storage of boats other than those within the boathouse.

Reason: To safeguard the character of the local landscape and to preserve the river environment in accordance with Policies G1, R9 and R21 of the Council's adopted South Oxfordshire Local Plan.

19. That no lighting shall be erected or installed on the site without the prior written approval of the Local Planning Authority.

Reason: To ensure that any lighting does not detract from the character, appearance or amenities of the area in accordance with Policies G1, R9 and R21 of the Council's adopted South Oxfordshire Local Plan.

20. That details of all screening and boundary treatments shall be submitted and approved in writing by the Local Planning Authority prior to their installation.

Reason: To ensure the appropriate separation of users and to ensure that any impact on the local landscape is minimised in accordance with Policies G1, G8, R9 and R21 of the Council's adopted South Oxfordshire Local Plan.

21. That prior to the commencement of any work, details of the treatment of the lakes banks, including any protection measures, shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that the character and appearance of the local landscape is not harmed in accordance with Policies G1, R9 and R21 of the Council's adopted South Oxfordshire Local Plan.

22. Prior to the commencement of work, a statement detailing the elements of proposed work and their sequencing shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, prior to the commencement of any of these elements of work, a fully detailed Method Statement for that element shall be submitted to and approved in writing by the Local Planning Authority. No operation shall be carried out other than in accordance with the approved scheme unless otherwise agreed in writing by the Local Planning

Authority.

Reason: To ensure that the phasing of the work results in any harm to the character and appearance of the local landscape being minimised in accordance with Policies G1, R9 and R21 of the Council's adopted South Oxfordshire Local Plan.

23. That other than for the creation of new bunds and reinforcement of existing bunds to the line and levels shown on the application drawings there shall be no raising of existing ground levels on site unless otherwise first agreed in writing by the Local Planning Authority.

Reason: To prevent increased risk of flooding due to impedance of flood flows and reduction of flood storage capacity in accordance with Policy G16 of the Council's adopted South Oxfordshire Local Plan.

24. That the new access serving the relocated marina facilities shall be constructed with finished surface levels no higher than existing ground unless otherwise first agreed in writing by the Local Planning Authority.

Reason: To prevent increased risk of flooding due to impedance of flood flows and reduction of flood storage capacity in accordance with Policy G16 of the Council's adopted South Oxfordshire Local Plan.

25. That prior to the commencement of any work associated with the new buildings and structures hereby permitted, details which demonstrate that flood risk to individual buildings and their associated uses can be managed without loss of flood storage shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the work shall be carried out in accordance with the approved details.

Reason: To prevent increased risk of flooding due to impedance of flood flows and reduction of flood storage capacity in accordance with Policy G16 of the Council's adopted South Oxfordshire Local Plan.

26. That there shall be no construction work on the bund crossing Folley Lake from 28 February to 30 June each year unless otherwise agreed in writing by the Local Planning Authority.

Reason: To protect the Herons nesting around the lakes during their breeding season in accordance with Policies C13 and C14 of the Council's adopted South Oxfordshire Local Plan.

NB: That this permission does not empower you to enter onto land or to carry out works to property not within your ownership without the specific consent of the owner.

NB: Your attention is drawn to the requirements of the S106 Planning Obligation dated 26

November 2001 between Thames and Kennet Marina, Lafarge Aggregates Ltd, National Westminster Bank and South Oxfordshire District Council and the S278 Agreement dated 23 November 2001 between Reading Borough Council, Lafarge Aggregates Ltd, Thames and Kennet Marina and Oxfordshire County Council.

NB: Your attention is drawn to the letters dated 7 and 28 February 2001 (reference WA\2000\002465\004) from the Environment Agency.

NB: Your attention is drawn to the letter dated 8 May 2000 reference 325/25247/SU7474 from Transco and you are advised to contact the Asset Management Team to discuss safety precautions in relation to the gas pipeline.

NB: Your attention is drawn to the Council's Planning Guidance 2 "Landscape Guidance Relating to Development" which you should take into account when preparing the landscaping scheme required by this planning permission.

This permission refers only to that required under the Town and Country Planning Acts and does not include any consent or approval under any other enactment, byelaw, order or regulation.

3rd December 2001

Planning Manager (Southern Area)
for the Chief Executive
Proper Officer

P00/S0273

STATUTORY INFORMATIVE

Appeals to the Secretary of State

If you are aggrieved by the decision of your local planning authority to refuse permission for the proposed development or to grant it subject to conditions, then you can appeal to the Secretary of State for the Environment under sections 78 and 79 of the Town and Country Planning Act 1990.

If you want to appeal, then you must do so within six months of the date of this notice, using a form which you can get from The Planning Inspectorate at Temple Quay House, 2 The Square, Temple Quay, Bristol, BS1 6PN.

The Secretary of State can allow a longer period for giving notice of an appeal, but he will not normally be prepared to use this power unless there are special circumstances which excuse the delay in giving notice of appeal.

The Secretary of State need not consider an appeal if it seems to him that the local planning authority could not have granted planning permission for the proposed development or could not have granted it without the conditions it imposed, having regard to the statutory requirements, to the provisions of the development order and to any directions given under the order.

In practice, the Secretary of State does not refuse to consider appeals solely because the local planning authority based its decision on a direction given by him.

Purchase Notice

If either the local planning authority or the Secretary of State for the Environment refuses permission to develop land or grants its subject to conditions, the owner may claim that he can neither put the land to a reasonably beneficial use in its existing state nor can he render the land capable of a reasonably beneficial use by the carrying out of any development which has been or would be permitted.

In these circumstances, the owner may serve a purchase notice on the Council (District Council, London Borough Council or Common Council of the City of London) in whose area the land is situated. This notice will require the Council to purchase his interest in the land in accordance with the provisions of Part VI, Chapter 1 of the Town and Country Planning Act 1990.

Compensation

In certain circumstances compensation may be claimed from the local planning authority if permission is refused or granted subject to conditions by the Secretary of State on appeal or on reference of the application to him.

These circumstances are set out in sections 114 and related provisions of the Town and Country Planning Act 1990.

3rd December 2001

Planning Manager (Southern Area)
for the Chief Executive
Proper Officer

P00/S0273

OCEKLA, [illegible] PAF

Transco

Your Ref: P00/S0273
Our Ref: 325/25247/SU7474

8 May 2000

South LDZ
Asset Management Team

3 Hampshire Corporate Park
Templars Way
Chandlers Ford
Hampshire SO53 3RY

DX 136756 Chandlers Ford 3
Telephone 02380 258258
24 hour gas escape number 0800 111 999 *

* Calls will be recorded and may be monitored

South Oxfordshire District Council
P.O. Box 19
Council Offices
Crowmarsh
Wallingford, Oxon

Dear Mrs J Dew

Planning Application enquiry at Caversham Lakes, Henley Road, Eye & Dunsden

Thank you for your correspondence of the 25 April 2000 with regard to the above.

I confirm that Transco have a high pressure (HP) pipeline in the area outlined in your enquiry, the approximate position of which is marked on the attached plan(s). The pipeline is an integral part of the gas supply system and where laid on private property, is within legally negotiated easements, to which certain conditions apply. These easements exist to protect the pipelines and to ensure that any work in their vicinity is carried out in a safe manner. These conditions may effect any proposed works.

In order to evalute what effects the proposals will have on the integrity of Transco plant we would be pleased to see further detailed plans should this development be granted planning permission. We would also recommend a site visit to mark the exact pipeline location on site in relation to the proposed development.

If I can be of any further assistance, including arranging a site visit, please do not hesitate in contacting this office.

Yours sincerely

G Hawkes
LTS Planning
023 80258229

c.c. P Gordon

RECEIVED

- 9 MAY 2000

PLANNING SOUTH

TRANSCO - SOUTHERN LDZ

NETWORK MAINTENANCE

SAFETY PRECAUTIONS AND CONDITIONS RELATING TO PIPELINES OPERATING AT PRESSURES ABOVE 2BAR

CONTACT ADDRESS:

Southern LDZ
Asset Management Team

3 Hampshire Corporate Park
Templars Way
Chandlers Ford
Hampshire SO53 3RY

Telephone 023 8025858

The Transco Engineer for these works is: Mr Peter Gordon

Telephone: 01235 513885

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- 9 MAY 2000

PLANNING SOUTH

The Transco Emergency Telephone No is: 0800 111 999

1. Formal Consent

Work shall not be undertaken within an easement strip without the formal consent of Transco.

2. Formal Notice

Where formal consent has been given, a minimum of 7 days notice is required before carrying out work in Transco easement strips. The appropriate notice under the New Roads & Street Works A shall be given where the existing Transco pipeline or plant is situated in highways.

3. Locating the Pipeline

Before any work is carried out in the vacinity of existing Transco pipelines, the Engineer or the Transco representative shall locate and peg out the line of the pipeline and shall then supervise the hand digging of any trial holes necessary to confirm the position of the pipe.

4. Other Considerations

The following should be taken into account:

a) Storage of materials or lighting of fires within the easement strip or in the facility of above ground installations associated with pipelines shall not be permitted.

b) The new works shall not reduce or increase the cover above the existing pipeline unless agreed by the Engineer.

c) Facilities for inspecting all works carried out shall be given to the Engineer or to the Transco representative.

d) The Health and Safety at Work Act, together with its associated regulations.

5. Orientation and Location

5.1 Where a new service is to cross an existing TransCo pipeline, whether above or below it, th normal minimum distance between the outside of the pipeline and the service to be installe should be 600mm.

In special circumstances this distance may be reduced at the discretion of the Engineer. At such crossings both the pipeline and the new service shall be suitably supported to prevent any future settlement and the backfill shall be packed and consolidated to the satisfaction of the Engineer.

5.2 As a general rule, within an easement strip, no new service shall be laid parallel to an existing Transco pipeline. However, in special circumstances (e.g. highways), a new service may be laid parallel to an existing pipeline provided that there is adequate clearance, normally 600mm, between them and provided that the service is not laid either directly above or directly below the existing Transco pipeline.

6. Cathodic Protection

6.1 Transco plant is cathodically protected, where a new service is to be laid and is to be similarly protected, Transco will require to carry out interaction tests to determine whether its own system is adversely affected. The cost of any mutually agreed remedial action shall be recharged to the promoter of the new works.

6.2 Should any cathodic protection posts or associated apparatus need moving to facilitate construction operations, reasonable notice shall be given to Transco and associated costs shall be borne by the promoter of the new service.

7. Pressure Testing

Hydraulic testing shall not be permitted within 8m of an existing Transco pipeline unless precautions have been taken against the effects of a possible burst. These precautions would normally involve the installation of a pipe having a maximum design factor of 0.3 for a distance of 6m on either side of the Transco pipeline, but other precautions, such as the use of pre-installation tested pipe, sleeving, barriers, etc., may be substituted at the discretion of the Engineer.

8. Notification

The promoter of the new works shall notify Transco before any of the activities covered in 8.1 to 8.4 inclusive are carried out in the vicinity of an existing Transco pipelines (see also 11.1)

8.1 Use of Naked Flame

Welding or other hot works involving naked flame shall not take place within the easement strip without the written consent of Transco.

8.2 Use of Explosives

Before a decision is made to use explosives for blasting within 400m of any part of the Transco transmission system, advice shall be sought.

8.3 Piling

Transco shall be consulted before any piling is carried out within 15m of an existing Transco pipeline.

8.4 Seismic or Vibrcosis Surveys

Procedures for seismic or vibrcosis surveys within 100m of the pipeline must be agreed with Transco prior to the surveys.

9. Rules for Construction Traffic

9.1 Construction traffic shall cross a Transco pipeline only at previously agreed and clearly marked crossing lanes and when all the requirements in 9.2 to 9.4 inclusive have been met.

9.2 All crossing lanes shall be fenced on both sides over a width to be specified by the Engineer. These fences shall be returned along the easement strip on both sides for a distance of 6m away from the crossing.

9.3 When required by the Engineer, the crossing lane shall be protected by laying approved sleeper rafts or by protection made from other approved materials.

9.4 Suitable warning notices, drawing attention to the danger of not using the crossing, shall be erected and maintained in a clearly legible condition.

10. Excavation

10.1 Where it is necessary to excavate below a Transco pipeline, the pipeline shall, during all stages of the operation, be supported to the satisfaction of the Engineer. On completion, permanent supports shall, if necessary, be constructed to avoid future settlement.

10.2 Mechanical excavation by powered tools shall not be permitted within 3m and the use of hand held power assisted tools shall not be permitted within 1.5m of a Transco pipeline or associated equipment.

10.3 To avoid damage during construction work, exposed Transco pipelines shall be protected by cladding (e.g. timber), as directed by the Engineer.

10.4 Where excavation machinery is operating outside the easement strip, but in close proximity to it, a fence shall be erected to demarcate the easement strip and exclude access.

Backfilling

11.1 Those responsible for the new works shall give Transco at least 48 hours notice of intention to backfill under, over, or adjacent to an existing Transco pipeline.

11.2 The Transco representative shall be in attendance during the whole of the backfilling operations and shall advise as to the suitability and degree of consolidation of backfill material around the pipeline.

11.3 Any damage to the coating of the Transco pipeline, even if minor in extent, shall be brought to the notice of the Transco representative so that he can arrange for repairs to be made before backfilling is completed. Minor damage to pipe coating and test leads notified to Transco will be repaired free of charge.

ogdla
PAF

Our ref: WA\2000\002465\003
Your ref: P00/S0273

Date: 7th February 2001

ENVIRONMENT AGENCY

Paula Fox
Planning Manager (Southern Area)
South Oxfordshire DC
PO Box 19, Council Offices
Crowmarsh, Wallingford
Oxfordshire OX10 8NJ

Dear Paula

CAVERSHAM LAKES, HENLEY ROAD, EYE DUNSDEN

Further to meeting with the developer to discuss the above mentioned site I can confirm that the Agency is now in a position to comment on the hydrological/hydraulic aspect of the application, and apologise for any inconvenience caused by the delay in replying. I also have included some additional comments with regard to the revised drawings.

Flooding & Land Drainage

The site is generally within the 1947 floodplain of the river Thames and is an area where development must be strictly controlled. Hydraulic modelling carried out by Peter Brett Associates on behalf of the applicant has demonstrated that the scheme as currently proposed can be implemented without detriment to flood risk of land and property outside of the application site. However, the following conditions replace the condition requesting a detailed hydrological/hydraulic study and should be imposed, along with the other conditions stated in my letter of 24th July 2000, on any planning permission granted:

CONDITION: Other than for the creation of the new bunds and reinforcement of existing bunds to the line and levels shown on the application drawings there shall be no raising of existing ground levels on the site.

CONDITION: The new access road serving the relocated marina facilities shall be constructed with finished surface levels no higher than existing ground.

CONDITION: Further details, of all new buildings and structures proposed within the development, which demonstrate that flood risk to individual buildings and their associated uses can be managed without loss of flood storage shall be submitted to and approved by the Local Planning Authority.

REASON: to prevent increased risk of flooding due to impedance of flood flows and reduction of flood storage capacity.

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14 FEB 2001

PLANNING SOUTH

SU77NW/5/2

Cont/d..

Environment Agency
Isis House, Howbery Park, Wallingford, Oxon OX10 8BD
Telephone : 01491 832801 Fax : 01491 834703

Additional Comments

River Access to Agency's Wharf Facility

- A navigable turning circle of 30 metres must be maintained in front of the Environment Agency's wharf at the boatyard. This is fundamental to the operation of the Agency's wharf facility and must be preserved as detailed in the agreement signed by the Agency and Thames & Kennet Marina Ltd prior to the Agency purchasing the boatyard in June 2000.

- T&K Marina Ltd must be responsible for maintaining an uninterrupted accessway on the water to the Agency's wharf facilities. Access must be kept free at all times to accommodate the Agency's emergency response requirements.

- Trees are proposed on the new bund along the Agency's proposed accessway to the wharf. There will be an increased risk of encroachment onto the waterway from the proposed trees and the existing trees on both sides of the Agency's accessway. T&K Marina Ltd must be responsible for tree maintenance on both sides of the Agency's accessway, including removal of any trees or branches that fall into the channel.

- The narrow accessway to the wharf created by the new bund will be subject to silting-up on a more frequent basis than existing, therefore, T&K Marina must be responsible for dredging of the channel to a depth and frequency to the satisfaction of the Agency.

- The proposed sluice gate is the balancing point for the rowing lake, therefore, the flow in the Agency's access channel will concentrate rubbish/debris into our operational area in front of the wharf. Responsibility for maintaining a clear channel must be T&K Marina Ltd.

Road Access to Agency's Boatyard

- Road access to the Agency's boatyard must be equal or better than current. The position of proposed trees and the gate is not acceptable for approaches for heavy lorries and low loaders etc. The proportional arrangements of payment for access road maintenance will need to be renegotiated as there will be many more members of the public using the shared access.

- Any new access ways must be capable of taking fully laden concrete lorries and low loaders loaded with heavy machinery.

- Road access must be kept free at all times to accommodate the Agency's emergency response requirements.

Proposed sluice gate

- The servicing of the proposed sluice gate must be the responsibility of T&K Marina Ltd.

- The operation of the sluice must not compromise the Agency's activities and use of the

Cont/d..

wharf.

Miscellaneous

- The location of the Agency's permanent moorings is to be agreed. Mooring for 15 craft required. Any alterations to the existing arrangement to be at the expense of T&K Marina Ltd.

- During construction of the proposed rowing course, work must not interfere with the Agency's operational or access arrangements. The Agency must be consulted on any matter that is likely to compromise its operations or access before it occurs.

- The Agency currently has a licence to dispose of spoil at this site. The licence gives the Agency the ability to fill anywhere along the 'south end'. The implications of T&K Marina Ltd's proposal on this existing licence will need to be addressed.

I trust the aforementioned is of assistance to you. Should you require any further information please do not hesitate to contact me on the number cited at the bottom of this letter.

Yours sincerely

PAULA SMITH
Planning Liaison Team Leader

Direct Dial: 01491 828485
Direct Fax: 01491 834703

Cc Martin Raper
Hawk & Dovetail Designs Ltd
5d Victoria Way
New Market
Suffolk
CB8 7SH

RECEIVED

14 FEB 2001

PLANNING SOUTH

SU77NW/5/2

Our ref: WA\2000\002465\004
Your ref: P00/S0273
Date: 28th February 2001

ENVIRONMENT AGENCY

Miss P A Fox
Planning Manager (Southern Area)
South Oxfordshire DC
PO Box 19, Council Offices
Crowmarsh, Wallingford
Oxfordshire OX10 8NJ

Dear Miss Fox

CAVERSHAM LAKES, HENLEY ROAD, EYE DUNSDEN

The Environment Agency withdraws the "Additional Comments" section of our letter dated 7th February 2001. In its place, please note the comments listed below which have been provided on the basis of the Agency being a landowner of property adjoining the site identified in the planning application for the rowing course. Our concerns are primarily related to ensuring our site is maintained for its use as an emergency access to the river.

The following comments have been listed as "Additional Comments" as the Agency does not wish to blur the distinction between the conditions previously provided as a Statutory Consultee, and the comments provided below as the landowner of adjoining property.

Additional Comments:

River Access to Agency's Wharf

- The bund as shown located on the plans accompanying the application would frustrate the Agency's requirement for an adequate turning circle, which it is currently seeking to secure.

- T&K Marina Ltd must be responsible for maintaining an uninterrupted accessway on the water to the Agency's wharf facilities. Access must be kept free at all times to accommodate the Agency's emergency response requirements.

- Trees proposed on the new bund along the Agency's proposed accessway to the wharf. There will be an increased risk of encroachment onto the waterway from the proposed trees and the existing trees on both sides of the Agency's accessway. T & K Marina Ltd must be responsible for tree maintenance on both sides of the Agency's accessway, including removal of any trees or branches that fall into the channel.

- The narrow accessway to the wharf created by the new bund will be subject to silting-up on a more frequent basis than existing, therefore, T&K Marina must be responsible for dredging of the channel to a depth and frequency to the satisfaction of the Agency.

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S.O.D.C
02 MAR 2001
PLANNING

SU77NW/5/2

Environment Agency
Isis House, Howbery Park, Wallingford, Oxon OX10 8BD
Telephone : 01491 832801 Fax : 01491 834703

- The proposed control arrangement adjacent to the Agency's wharf (as indicated on the submitted drawings) represents the balancing point for the rowing lake, therefore the flow in the Agency's access channel will concentrate rubbish/debris into our operational area in front of the wharf. Responsibility for maintaining a clear channel must be T&K Marina Ltd.

Road access to Agency's boatyard

- The existing vehicular access to the Agency's boatyard in all respects must not be compromised. The indicated position of proposed trees and the position of a new gate to the Agency's boatyard is not acceptable as it appears to restrict our access to and from our property.

- Road access must be kept free at all times to accommodate the Agency's emergency response requirements.

Proposed flow control arrangement adjacent to Agency's wharf

- The servicing of the proposed control arrangement must be the responsibility of T&K Marina Ltd.

- The operation of the control arrangement must not compromise the Agency's activities and use of the wharf.

Miscellaneous

- During construction of the proposed rowing course, work must not interfere with the Agency's operational or access arrangements. The Agency must be consulted on any matter that is likely to compromise its operations or access before it occurs.

Please accept my apologies for any inconvenience caused by this revision. Should you wish to discuss the above, please do not hesitate to contact me.

Yours sincerely

PAULA SMITH
Planning Liaison Team Leader

Direct Line: 01491 828485
Direct Fax: 01491 834703

S.O.
0 2 MAR 2001
PLANN

Cc David Sherriff, Thames & Kennet Marina Ltd, Caversham Lakes, Henley Road, Reading RG4 6LQ

Nigel Farmar, Messrs Kealy Farmar, 73A Bell Street, Henley on Thames, RG9 2BD

Steve Biddle, Project Executive, Depot Rationalisation, Environment Agency

SU77NW/5/2

Tel: (0118) 974 6229 (Direct Line)
E-Mail: tanya.davies@wokingham.gov.uk
Date: 28 August 2002
My ref: TD/ CON/2002/7198

WOKINGHAM UNITARY
Aiming for Excellence

Environmental Services Department
Planning Services
P.O. Box 157
Shute End, Wokingham
Berkshire RG40 1WR
Fax: (0118) 974 6484
Minicom No: (0118) 974 6991
DX: 33506 – Wokingham

Ms P Fox
Planning Manager (Southern Area)
South Oxfordshire District Council
Council Offices
Crowmarsh Gifford
Wallingford, OX10 8NJ

Dear Ms Fox,

Construction of a National Olympic Rowing Training Course and Associated Boathouse and Ancillary Facilties, (Amendment to Planning Permission P00/S0273). Caversham Lakes. Henley Road, Eye & Dunsden.

Application P02/S0577

Thankyou for consulting on the above planning application. Before I finalise my comments I would be grateful if you would send me a copy of the decision notice for P00/S0273 and some indication of when you are likely report the application to committee.

I enclose comments from Sonning Parish Council.

Please contact me with any queries.

Yours faithfully

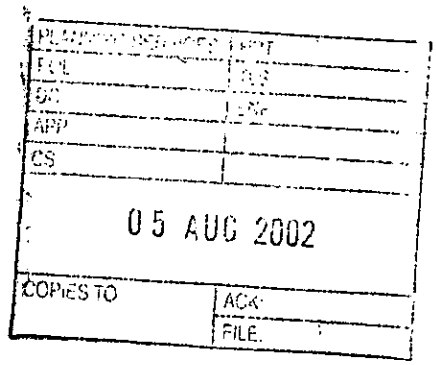
Tanya Davies

Senior Minerals and Waste Planning Officer

FAX TO:
01491 823746

2 PAGES

FAX MESSAGE



FAX TO: TANYA DAVIES

FAX NO: 0118 9746484

NO. OF SHEETS: 2 (INC.)

FROM: LESLEY BATES
SONNING PARISH COUNCIL

FAX NUMBER: 0118 9697753
TEL. No. 0118 9697753

DATE: 4 AUGUST 2002

Please find attached comments on application no. CON/2002/7198

LESLEY BATES (CLERK TO THE COUNCIL).

04-AUG-02 18:25 David Bates 01189697753 PAGE: 1
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WOKINGHAM DISTRICT COUNCIL

PARISH COUNCIL OBSERVATION SHEET

PLANNING APPLICATION. APPLICATION No.CON/2002/7198

PLANNING SERVICES
FUL
DC
APP
CS
05 AUG 2002
COPIES TO

Officer TANYA DAVIES

Parish SONNING.

Proposal CONSULTATION FROM S OXON DISTRICT COUNCIL ON APPLICATION TO CONSTRUCT A NATIONAL OLYMPIC ROWING TRAINING COURSE & ASSOCIATED BOATHOUSE WITH ANCILLARY FACILITIES (AMENDMENT TO CONSENT POO/SO273).

Address CAVERSHAM LAKES HENLEY ROAD EYE & DUNSDEN READING.

Applicant CAVERSHAM LAKES TRUST LTD.

The Parish Council has considered this application and has the following comments.

1. There are concerns regarding the effect the additional use, created by increasing the size of the buildings and facilities for parking and toilets, will have on the local road system and in particular on Sonning village. It is understood that there are proposals to employ up to twenty staff, which again implies greater use, perhaps as a social club, than originally indicated.

2. There are also concerns regarding the proposal to increase the height of the bund in order for it to support a dense bitumen macadam road. It is difficult to see why cars should be permitted on what was intended to be a cycle route for the coach/trainer. There is no indication that the management of flooding has been addressed and there are concerns about the further effects increasing the height of the bund will have on the surrounding area.

3. For the above reasons Sonning Parish Council urges that this application should be refused.

L. A. Bates (Clerk to the Council).

3 August 2002

Tanya Davies

From: Nigel Rose [nigelrose@btinternet.com]
Sent: Saturday, July 27, 2002 9:54 AM
To: tanya.davies@wokingham.gov.uk
Cc: Trevor Watson; Gary Cowan
Subject: CON-2002-7198

Tanya,

I have no particular problems with the revised layout -in fact it could well be an improvement for residents of Sonning Eye. There is a slight increase in traffic planned across Sonning Bridge - this is small against the 16000 vpd we already suffer - nevertheless it will do no harm to make it clear to SODC that any increase in traffic is adding to the final straws and they should consider putting in some constraints.

The most important consideration is to record that there should be no assumption in the minds of the developers and operators that they can "block" a Third Thames Bridge just because they are there first. I have a letter on file from Sport England (there should be a copy at WDC) making it clear that they accept that there could be a bridge over the course and that they would not unreasonably block its development and construction.

SODC should advise the applicants formally of that, perhaps by an informative.

Thanks and kind regards,

Nigel Rose

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Nigel Rose cannot guarantee that any files attached to this e-mail are free from viruses or any other program code that may be harmful to your computer and, as such, is not liable for any damage that may be caused as a result.

Please delete this e-mail if it is not intended for you.

Tanya Davies

From: gary cowan [gary@cowan24.freeserve.co.uk]
Sent: Saturday, July 27, 2002 7:37 PM
To: Nigel Rose; tanya.davies@wokingham.gov.uk
Cc: Trevor Watson
Subject: Re: CON-2002-7198

Trevor I am not aware of the actual proposal but feel any development that may lead to additional traffic on Sonning Bridge could be easily argued as totally unacceptable and I would suggest this Authority makes that point clear to SODC then look at ways to resolve this issue (IE restrictions or public transport options from the Oxford side) Nigel as the local member should have a better idea as what are the best options and I suggest you contact him on this matter Please keep updated on progress Gary Cowan

Application Number : CON/2002/7198	**Map No :**
Case Officer : Tanya Davies	**Site Area :**
Valid Date :	**Received Date: 23/07/2002**

Level : Delegated Application

Description : Consultation from S Oxfordshire District Council on application to construct a National Olympic rowing training course and associated boathouse with ancillary facilities.(Amendment to planning consent P00/S0273)

Location : Caversham Lakes, Henley Road, Eye & Dunsden, Reading.

Parish : Ward :

Applicant : Caversham Lakes Trust Ltd C/O Arup Economics & Planning.

Original file CON/131/00 attached for info.

Fee Required: £0 Fee Received: £0

Additional: ..... or Refund: .....

Enforcement Section to be notified ☐ (tick if required)

Additional information required for validation;

REASON	NOTES	DATE REQ	DATE RECD
LOCATION PLANS			
BLOCK PLANS			
FORMS UNSIGNED			
S.66 MISSING/INCORRECT/ UNSIGNED			
ELEVATION PLANS			
FLOOR PLANS			
NO SCALE OR SCALE IS IMPERIAL			
ENCROACHMENT LETTER REQUIRED			
OTHER			

Is the site in a Conservation Area: ☐ Yes ☐ No If "Yes" which one _____

Is the site a Listed Building: ☐ Yes ☐ No

Is a Statutory Advertisement required: ☐ Yes ☐ No

INTERNAL CONSULTATIONS

Building Control

Heritage (Harold Sanders)

Landscape

Trees

Environmental Health

Housing

Leisure & Cultural Services

Public Rights of Way Officer

Property

Policy & Plans

Joint Strategic Planning Unit

Archaeological Officer (BABTIE)

Education

Social Services

Highways 22/8

EXTERNAL CONSULTATIONS

Adjacent DPA : _____

Adjacent Parish : Sonning + Earley + Cllrs Rose Storey dissamen

SEB

British Gas

Oil pipeline

Transco

Environment Agency

Railtrack

Police Arch Officer

HERITAGE BODIES

Victorian Society
The Georgian Group
Ancient Monuments Society
Council for British Arch
RCHME
NRPB (Telecommunications)
Sport England
Society for Proct' of Ancient Bldgs
English Heritage

OTHERS

.....

.....

.....

.....

.....

.....

NEIGHBOURS

.....

.....

.....

CON | 2002 | 7198

South Oxfordshire District Council

Adrian Duffield, Head of Planning
Council Offices, Crowmarsh Gifford
Wallingford, OX10 8NJ

Tel : (01491) 823740, Fax : (01491) 823746

Reply Rqd.

PLANNING SERVICES	HPT 58878
POL	TLS
DC EAH	ENF
APP	
CS	
23 JUL 2002	
COPIES TO	

Wokingham District Council
Planning Services PO Box 157
Council Offices, Shute End
WOKINGHAM
Berks
RG40 1WR

Contact Officer : Ms P.A.Fox
e-mail : planning.south@southoxon.gov.uk

Our Reference : P02/S0577 - 9

22 July 2002

Dear Sir/Madam

CONSTRUCTION OF A NATIONAL OLYMPIC ROWING TRAINING COURSE AND ASSOCIATED BOATHOUSE AND ANCILLARY FACILITIES. (AMENDMENT TO PLANNING PERMISSION P00/S0273).
At : CAVERSHAM LAKES, HENLEY ROAD, EYE & DUNSDEN
Application Reference : P02/S0577 Grid Ref : 474117/174823

This application has been submitted to the District Council as Local Planning Authority. I enclose a copy of the application form(s) with appropriate plans.

I am consulting you in accordance with the requirements of Article 10(4) of the Town and Country (General Development Procedure) Order 1995 because the development may be considered to affect land within the administrative area of your Authority.

Any representations on the proposal should be made to the Council, in writing, to the address given above, within **14 days** of the date of this letter. These comments will normally be made available to the public.

Should you require any further information or advice please let me know.

Yours faithfully

Paula Fox

Ms P.A.Fox
Planning Manager (Southern Area)

POSITIVE ABOUT DISABLED PEOPLE

INVESTOR IN PEOPLE

South Oxfordshire District Council

FOR OFFICE USE
Application Ref.
Date of Deposit.

PLANNING APPLICATION - PART 1

Application for permission to carry out development under the Town and Country Planning Acts

Please answer ALL QUESTIONS in BLOCK LETTERS. If a question is not applicable, answer N/A in space. Submit FOUR copies of this form and plans

1. Name and address of applicant	CAVERSHAM LAKES TRUST LIMITED 16 UPPER WOBURN PLACE LONDON postcode WC1H 0QP tel N/A
2. Name and address of agent *(If the applicant has an agent, all correspondence will be sent to the agent)*	ARUP ECONOMICS & PLANNING 13 FITZROY STREET, LONDON W1T 4BQ contact name PETER CROZIER tel 020 7755 4278
3. Site address	CAVERSHAM LAKES, HENLEY ROAD, READING grid reference E: 474 000 N: 175 000
4. Area of application site	m² hectares 134·4
5. Description of proposed development *(Give brief details and state for what purpose the site and any buildings will be used)*	CONSTRUCTION OF NATIONAL OLYMPIC ROWING TRAINING COURSE AND ASSOCIATED BOATHOUSE (INCLUDING ANCILLARY FACILITIES).

6. Plans and drawings accompanying application

Detailed drawings *(Floor Plans, Elevations etc)* ☑ Location plan ☑ Block plan ☑

7. Does the application involve any of the following ?

(Tick box or boxes)

Change of use ☑ Engineering or other operation ☑

Demolition ☑ New building ☑

Alteration or extension ☐

8. What kind of application is this ? *(Tick one box only)*

Full permission ☑

Outline permission *(See question 9)* ☐

Approval of details *(Reserved matters)* ☐ State relevant outline permission no.

Temporary permission or renewal of previous temporary permission ☐ State period required or previous application no.

Relaxation of conditions ☐ State relevant application no.

(Please amplify your application in a covering letter)

9. Outline applications. Which of the following do you wish to be considered as part of the application ? N/A

External appearance ☐ Siting ☐

Means of access ☐ Design ☐

Landscaping ☐

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DATA PROTECTION ACT 1984

'Information contained in this form is likely to be personal data within the terms of the Data Protection Act 1984, and as such will be held on the Council computer (such as SOLAPS applications processing systems) and may be used by the Council only for the purposes registered under the terms of the Data Protection Act'

South Oxfordshire District Council

PLANNING APPLICATION - PART 2

This part of the form need only be completed of the application involves non-residential development. Please answer all questions in block letters. If the answer is not applicable, write N/A in the space. You may wish to amplify your answers in a covering letter.

19. State the gross floor space (by external measurement) of all buildings to which this application refers. Please give all floor areas in SQUARE METRES (m²).

	User Class	Existing floorspace	Proposed change + or -	Total
A1	Shops			
A2	Financial & professional services			
A3	Food & drink			
B1(a)	Office (other than A2)			
B1(b)	Research & development			
B1(c)	Light industrial			
B2	General industrial			
B8	Storage or distribution SECURE COMPOUND	—	+200	200
C1	Hotels			
C2	Residential institutions			
C3	Dwellings			
D1	Non-residential institutions			
D2	Assembly & leisure			
	Other please specify BOATHOUSE	629	+1,101	1,730

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PLANNING SOUTH

20. If a C1 or C2 use is proposed, please state number of bed spaces N/A	C1 _____ C2 _____
21. What provision has been made for parking ?	No. of cars / No. of lorries
Existing	20 / 0
Proposed	67 / 0
What is the estimated number of vehicles going to the site in a normal working day ?	SEE SUPPORTING STATEMENT / 0
22. Describe the activity or processes to be carried on *(Provide details of any equipment, plant or machinery to be installed and any end products. You may wish to amplify your answers in a covering letter)*	DREDGING AND ENGINEERING OPERATIONS TO FACILITATE CONSTRUCTION OF ROWING COURSE, BOATHOUSE AND NATURE RESERVE.
23. Who will occupy the premises ? *(a) Give the name and current operating address of the proposed occupier. (b) Will these premises be vacated ?*	THE AMATEUR ROWING ASSOCIATION
25. How many people are likely to be employed on site after completion of the development ?	Existing staff: 8 / Transferred: 0 / New staff: 19 / Total: 19
26. Does the proposal involve the use or storage of any hazardous substances as listed overleaf ? *(If so state which material, the quantity and the method of storage)*	SEE SUPPORTING STATEMENT

Before submitting the application check that it is complete, that all questions have been answered and that the site boundary and the new work are clearly edged in red on the plans. Every application must be accompanied by the appropriate certificate and fee. See "GUIDE TO HELP APPLICANTS."

HAZARDOUS MATERIALS

Substance	Controlled (In tonnes)
TOXIC SUBSTANCES	
• Acetone Cyanohydrin (2-Cyanopropan-2-ol)	200
• Acrolein (2-Propenal)	200
• Acrylonitrile	20
• Allyl alcohol (2-Propen-l-ol)	200
• Allylamine	200
• Ammonia (anhydrous or as solution containing more than 50% by weight of ammonia	100
• Arsenic trioxide, Arsenious (III) acid and salts	1
• Arsine (Arsenic hydride)	1
• Bromine	40
• Carbon disulphide	20
• Chlorine	10
• Ethylene dibromide (1,2-Dibromoethane)	50
• Ethyleneimine	50
• Formaldehyde (>90%)	50
• Hydrogen chloride (liquefied gas)	250
• Hydrogen cyanide	20
• Hydrogen fluoride	10
• Hydrogen selenide	1
• Hydrogen sulphide	50
• Methyl bromide (Bromoethane)	200
• Methyl isocyanate	150kg
• Nickel tetracarbonyl	1
• Nitrogen oxides	50
• Oxygen difluoride	1
• Pentaborane	1
• Phosgene	750kg
• Phosphine (Hydrogen phosphide)	1
• Propyleneimine	50
• Selenium hexafluoride	1
• Stibine (Antimony hydride)	1
• Sulphur dioxide	20
• Sulphur trioxide (including the sulphur trioxide content in oleum)	15
• Tellurium hexafluoride	1
• 2,3,7,8-Tetrachlorodibenzo-p-dioxin (TCDD)	1kg
• Tetraethyl lead	50
• Tetramethyl lead	50
HIGHLY REACTIVE & EXPLOSIVE SUBSTANCES	
• Acetylene (Ethyne) when a gas subject to a pressure not exceeding 620 millibars above that of the atmosphere and not otherwise deemed to be an explosive by virtue of Order in Council No 30(a) as amended by the Compressed Acetylene Order 1947(b), or when contained in a homogeneous porous substance in cylinders in accordance with Order of Secretary of State No 9(c), made under the Explosives Act 1875(d)	50
• Ammonium nitrate and mixtures containing ammonium nitrate where the nitrogen content derived from the ammonium nitrate exceeds 28% of the mixture by weight other than: (i) mixtures to which the Explosives Act 1875 applies; (ii) ammonium nitrate based products manufactured chemically for use as fertiliser which comply with Council Directive 80/876/EEC(e); or (iii) compound fertilisers	500
• Aqueous solutions containing more than 90 parts by weight of ammonium nitrate per 100 parts by weight of solution	500
• Ammonium nitrate based products manufactured chemically for use as fertilisers which comply with Council Directive 80/876/EEC and compound fertilisers where the nitrogen content derived from the ammonium nitrate exceeds 28% of the mixtureby weight	1000
• 2,2-Bis(tert-butylperoxy)butane (>70%)	5
• 1,1-Bis(tert-butylperoxy)cyclohexane (>80%)	5
• tert-Butyl peroxyacetate (>70%)	5
• tert-Butyl peroxyisobutyrate (>80%)	5
• tert-Butyl peroxyisopropylcarbonate (>80%)	5
• tert-Butyl peroxymaleate (>80%)	5
• tert-Butyl peroxypivalate (>77%)	5
• Cellulose nitrate other than- (i) cellulose nitrate to which the Explosives Act 1875 applies; or (II) solutions of cellulose nitrate where the nitrogen content of the cellulose nitrate does not exceed 12.3% by weight and the solutions contains not more than 55 parts of the cellulose nitrate per 100 parts by weight of solution	50
• Dibenzyl peroxydicarbonate (>90%)	5
• Diethyl peroxydicarbonate (>30%)	5
• 2,2-Dihydroperoxypropane (>30%)	5
• Di-isobutyryl peroxide (>50%)	5
• Di-n-propyl peroxydicarbonate (>80%)	5
• Di-sec-butyl peroxydicarbonate (>80%)	5
• Ethylene oxide	5
• Ethyl nitrate	5
• 3,3,6,6,9,9-Hexamethyl-1,2,4,5-tetroxacyclononane (>75%)	5
• Hydrogen	2
• Liquid Oxygen	500
• Methyl ethyl ketone peroxide (>60%)	5
• Methyl isobutyl ketone peroxide (>60%)	5
• Peracetic acid (>60%)	5
• Propylene oxide	5
• Sodium chlorate	25
• Sulphur dichloride	1
FLAMMABLE SUBSTANCES	
• Liquefied petroleum gas, such as commercial propane and commercial butane, and any mixtures thereof, when held at a pressure greater than 1.4 bar absolute	25
• Liquefied petroleum gas, such as commercial propane and commercial butane, and any mixture thereof, when held under refrigeration at a pressure of 1.4 bar absolute or less.	50
• **Gas or any mixture of gases which is flammable in air, when held as a gas.	15
• **A substance or any mixture of substances, which is flammable in air, when held above its boiling point (measured at 1 bar absolute) as a liquid or as a mixture of liquid and gas at a pressure of more than 1.4 bar absolute.	25
• **A liquefied gas or any mixture of liquefied gases, which is flammable in air and has a boiling point of less than 0°C (measured at 1 bar absolute), when held under refrigeration or cooling at a pressure of 1.4 bar absolute or less.	50
• A liquid or any mixture of liquids not included in entries ** which has a flash point of less than 21°C.	10000

CERTIFICATE B

I certify that :

1. I have given the required notice to everyone else who, on the day 21 days before the date of the accompanying application, was the owner * of any part of the land to which the application relates, as listed below.

Owner's name	DAVID SHERIFF THAMES & KENNET MARINA LTD.	LAURENCE JONES LAFARGE AGGREGATES LIMITED
Address at which notice served	CAVERSHAM LAKES, HENLEY ROAD READING, RG4 0LZ	BRADGATE HOUSE, GROBY LEICESTER, LE6 0FA
Date notice served	7 JUNE 2002	7 JUNE 2002

Please delete EITHER 2(i) OR 2(ii) whichever is not appropriate

2. (i) None of the land to which the application relates is, or is part of, an agricultural holding **.

~~(ii) I have given the required notice to every person other than myself who, on the day 21 days before the date of the application, was a tenant of an agricultural holding on all or part of the land to which the application relates, as follows:~~

~~Tenant's name~~ _____

~~Address at which notice served~~ _____

~~Date notice served~~ _____

Signed P Crozier (P. CROZIER FOR ARUP ECONOMICS & PLANNING)

On behalf of CAVERSHAM LAKES TRUST LIMITED

Date 7 JUNE 2002

Notes

* *'Owner' means a person having a freehold interest or a lease hold interest in the unexpired term of which is not less than 7 years.*

** *If the applicant is the sole agricultural tenant delete the first alternative (2)(i) and insert 'not applicable' in the space provided for tenant details*

NOTICE

Town and Country Planning General Development Procedure Order 1995

Notice under Article 6 of Application for Planning Permission

Proposed development at (a) _____

I give notice that (b) _____

is applying to South Oxfordshire District Council

for planning permission (c) _____

Any owner of the land who wishes to make representations about this application should write to the

S.O.D.C. Planning Services, Council Offices, Benson Lane, Crowmarsh, WALLINGFORD, Oxon. OX10 8NJ

by (d) _____

Signed _____

On behalf of _____

Date _____

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Notes

(a) Address or location of the proposed development
(b) Applicant's name
(c) Description of proposed development
(d) Date giving a period of 21 days beginning from the date notice is served

Town and Country Planning Act 1990 - General Development Procedure Order 1995

Certificate under Article 7 CERTIFICATE OF OWNERSHIP

CERTIFICATE A

should be used where the applicant owns all the land to which the application relates

CERTIFICATE B

should be used where the applicant does not own all the land to which the application relates but knows the name and address where the appropriate notice can be served.

CERTIFICATES C & D

should be used where the applicant does not know the names or contact addresses of all or any of the owners of any part of the application site. Provisions must be made to advertise the proposal in a newspaper circulating in the area where the land is situated.

CERTIFICATES C & D

are rarely required. They are not included in this application form package. The Council will supply these forms on request.

PLEASE COMPLETE THE APPROPRIATE CERTIFICATE

CERTIFICATE A

I certify that :

1. On the day 21 days before the date of the accompanying application nobody except the applicant was the owner * of any part of the land to which the application relates.

   Please delete EITHER 2(i) OR 2(ii) whichever is not appropriate

2. (i) None of the land to which the application relates is, or is part of, an agricultural holding **.

   (ii) I have given the required notice to every person other than myself who, on the day 21 days before the date of the application, was a tenant of an agricultural holding on all or part of the land to which the application relates, as follows:

   Tenant's name _____

   Address at which notice served _____

   Date notice served _____

Signed _____

On behalf of _____

Date _____

Note

* *'Owner' means a person having a freehold interest or a lease-hold interest in the unexpired term of which is not less than 7 years.*

** *If the applicant is the sole agricultural tenant delete the first alternative (2)(i) and insert 'not applicable' in the space provided for tenant details*