

The Rose Toop Boatyard
Wargrave Road
Henley-on-Thames
RG9 3JD

28th October 2025

PLANNING STATEMENT

In support of an application for Planning Permission for:

The retention of new internal surfaced trackway (retrospective)

This proposal is for the addition of a new vehicle driveway within the existing boatyard site and a new gate between this driveway and the existing tarmac entrance driveway.

It is agreed that this work does not constitute a new access onto the public highway. The driveway is entirely internal to the site linking two existing areas of tarmac driveway.

The use of the site will remain as before so the timing, number and type of vehicle movements into or out of the site remains entirely as it is now.

The site has been in use for the storage and maintenance of boats for a few hundred years. During the winter the land is covered with smaller boats on trestles and the boat's owners carry out maintenance and painting. During the summer, the area is used to store trailers, trestles and other boat related ephemera. Although the ground is generally not surfaced, it doesn't constitute any sort of active landscape.

The site is accessed by a wide variety of vehicles from small private cars driven by people with little knowledge of the site's operations through boats trailed by larger cars up to articulated HGVs moving larger boats around.

Cars come and go in the normal way, turning within the site. Most of the commercial activity occurs in the southern side of the site. The larger commercial vehicles (mostly larger cars with trailers and occasional articulated HGVs) enter the site and head to the south side. They do this by turning right into the parking area and then reversing around the east end of the buildings and down the south side, where they are facing the right way to drive straight out. Alternatively they enter the site and drive directly to the south side from where they reverse back around the east end of the buildings before driving back out. In each case the vehicles enter and leave in forward gear.

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These movements are always well managed by the staff on site and are generally planned in advance. However, it has become clear to us that on safety grounds there is a need to segregate these movements where possible.

The proposal will allow all commercial vehicles to enter the site and drive directly to the south side. The same will apply to heavier vehicles and HGVs. Where these vehicles cannot turn around within the site then they will do as they do now and reverse around the east end of the buildings and exit through the existing gate. These movements will be managed by the staff on site as they are now.

Access to the site is strictly controlled with all heavy vehicle movements planned in advance. The new gates will be opened at the start of the working day and locked at the end. Therefore all vehicles arriving at the site will be able to enter immediately.

The existing access has its gate set back from the road sufficiently for vehicles to leave the highway without the gate being open. On occasions when a large commercial vehicle arrives unexpectedly and out of working hours, then it can use the existing gateway to leave the highway, arrange access and transit to the south of the site by the existing internal roadway. This should be a rare occurrence.

For the new roadway the ground level was reduced by around 150mm. In doing so no tree roots were evident.



The roadway is constructed with layers of compacted crushed rock to form a robust but permeable surface, restrained at the sides with concrete edges. The finished surface is at the same level as the existing ground so it will have no impact on flood water storage capacity nor increase flood risk elsewhere.



Due to its long held use, the surrounding ground is already very well compacted.

The use of this area will remain as before for the seasonal storage of boats, trailers etc. There is no change to use of the site so the timing, number and type of vehicle movements into or out of the site remains entirely as it is now.

I hope you agree we have shown that the roadway is entirely within the site, makes no change to the ground level or its permeability, does not alter the nature or intensity of the use of this part of the site and does not alter the rooting environment or flood risk. It adds an alternative means of access but doesn't limit or impede the existing access arrangements. Consequently we suggest that the proposal has no negative impact and should be approved.