

Boddingtons Planning

Flood Risk Overview

**Willow Marina,
Willow Lane, Wargrave**

**Full planning application for the erection of a temporary marquee,
to be sited between 1st October and 31st March in each calendar
year, for the purposes of ancillary boat storage and repair.**

February 2026

1.0 INTRODUCTION

1.1. Boddingtons Planning has prepared this Flood Risk overview at the request of the planning officer who has guided to the information required.

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1.2. The Report supports the erection of a marquee on the boat storage area to provide cover for the overwintering of boats and to allow some work to be carried out in dry conditions. There are no sides on the marquee. The marquee has been in situ for the past 5 winters. The proposal has worked well and safely over that period. It is well known that the site floods. When it does, work cannot continue on boats.

1.3. The marquee allows for work on overwintering boats that have been lifted from the river to ready them for the next season. It can be seen from the photos in the report that there are hundreds of boats lifted and stored on 'dry' land. Many need some attention. The marquee allows that work to continue in all weathers except flooding without undue discomfort to the workmen, that they would be likely to suffer were there no cover.

1.4 in summer the marquee is removed, and the boats are returned to the water, the land becoming the landscaped 'lawned' area fronting onto the river. This is a process that has carried on for many years before the Marquees temporary permission 5 years ago.

1.5 The sides are not put on the marquee. This allows boats to be moved around on the site but also allows the site to flood and water to run across the site as it has done for years without obstruction. The legs of the marquee are 40mm square and several metres apart so cause no obstruction.

1.6. The proposed development will not be subject to unacceptable flood risk or to show that flood risk can be managed acceptably. The proposed development will not increase risk of flooding elsewhere.

2.0 THE SITE

Location

2.1. The Site is located on land to the east of The River Thames and to the west of Wargrave Road. Existing vehicular access is via Willow Lane of the A321 Wargrave Road. The Site comprises a Marina with 120 moorings. There are two existing buildings on the site housing boat related businesses. A 'house boat' has been located on the site to provide office space for the Marina. The site extends to approximately 1.3ha.

2.2. To the north, south and east is predominately open farmland and the village of Wargrave is to the south east. To the North West are other residential and business properties. The A321 runs north south to the west of the site.

Watercourses

2.3. The nearest main river is The River Thames, which lies immediately to the west of the Site. This river conveys surface water runoff from the wider catchment in a north westerly direction, eventually discharging into the sea, 70km to the east.

Existing Drainage

2.4. the existing infrastructure is not being altered as part of the application. There is no drainage on site. The site floods regularly and is currently flooded. This does not affect the proposals

3.0 DEVELOPMENT PROPOSALS

3.1. The development proposals as shown above

3.2. The building is located within a marina and as such falls under the classification use of 'Sui Generis'.

Site Access

3.4. Current vehicular access to the Marina is via Willow Lane off the A321 Wargrave Road.

Vulnerability Classification

3.5. The Site uses fall within the Water Compatible criteria, as the site is a Marina.

4.0 FLOOD RISK ASSESSMENT

Floodplain Flow Conveyance and Storage Capacity

4.1. The Site is located within Flood Zone 3b – ‘the functional floodplain’
As the footprint of the existing building is to remain open at the side but covered there will be no additional loss of flood storage or flood flow conveyance.

Safe Access

4.2. The Site is located within an area at high risk from fluvial flooding. The access arrangements have not changed due to the development. Willow Lane is the main means of access and will flood. Therefore, access to the development will be restricted during these times.

4.3 Flooding in this location has a long lead-in due to the flood waters coming from the upstream catchment. Any flood warnings will give sufficient time to make safe the site and evacuate.

4.4. When flood waters are evident the site will not be accessed by the public.

Historical Flooding

4.5. The WBC SFRA historic flooding map FMfsSW shows a history of surface water flooding at the Site. It is currently flooded.

Sequential and Exception Tests

4.6. The Site is classified as Flood Zone 3. As the development proposals involve a change of use within the same vulnerability classification ‘less vulnerable’ the sequential and exception tests are not required.

5.0 FLOOD MITIGATION

5.1. The development proposals comprise the erection of a marquee for the winter months to cover existing boat storage. See photo



Boat storage on site and the marquee with boats in

Flood Awareness, Warning and Evacuation

5.2. The site has an existing storage classification. The existing process will continue. There is no need for a warning system as it does not matter to the proposals that it floods and all people on site are employed by the Marina and will be forewarned as a result of the proximity to the river.

CONCLUSIONS

6.1 The Site is suitable for the proposals and complies with the policies of the EA.

6.2. The Government Flood Maps indicate that the Site is at a high risk of fluvial flooding, and a low risk of surface and reservoir water flooding. It is flooded at present. The Marquee is in position, and the marquee is neither affected by the flood water nor does it affect the flood water. Inside the marquee are boats that float. Outside the marquee are boats also stored on the site as they have for many years. The location of the marquee on the site has occurred for 5 years and has not exacerbated adverse flood conditions on the site. Nothing will change in the future. The previous grant of permission is a material consideration.

6.3. The Report demonstrates that the proposed development will remain at a high risk of flooding due to the nature of the site. Although the Site is located within FZ3, the proposals will not increase the built footprint of the site and will therefore not increase the loss of floodplain storage or conveyance and will therefore not create an unacceptable increase in flood risk elsewhere.

6.4. In summary, the proposed development is located on an area at high risk of flooding but the proposals will not increase the risk of flooding elsewhere.

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