

Economic Growth and Neighbourhood Services,
Reading Borough Council,
Civic Offices,
Bridge Street,
Reading
RG1 2LU

My Ref: 20/436

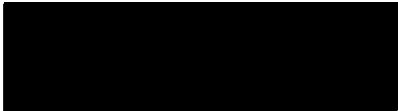
6th April 2021

Dear Sir/Madam,

Re: Planning application submitted via the Planning Portal, for the reinstatement of the vehicular access with permeable materials at The Moorings, Mill Green Boathouse, Mill Green, Caversham, RG4 8EX.

Further to the submission of the above application via the Planning Portal on the 1st April 2021, I enclose a copy of my Planning Report and Flood Risk Assessment. I also enclose a copy of the application forms from the Portal, to help you tie the two together.

Yours faithfully,



David Lane

Cc: Mr. I. Carter

Encs: Planning Report and Flood Risk Assessment 2021
Copy of application forms from the Planning Portal

Planning Application and Flood Risk Assessment

Planning Report on behalf of Mr. I. Carter

Development: The reinstatement of the vehicular access with permeable materials.

Site address: The Moorings, Mill Green Boat House, Mill Green, Caversham, RG4 8EX

DLA Ref: 20/436

Date: April 2021

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1.0 INTRODUCTION

1.1.0 Background

1.1.1 This report relates to a planning application for the reinstatement of the vehicular access with permeable materials at The Moorings, Mill Green Boat House, Mill Green, Caversham, RG4 8EX.

1.2.0 Scope

1.2.1 This document comprises an overarching Planning Report incorporating a Flood Risk Assessment. Sections 2 to 3 consider the physical and historical context of the site; Section 4 is a Flood Risk Assessment; and Section 5 sets out the details of the proposal. All these sections inform the evaluation of the proposal in Section 6: planning policy framework. The overall conclusions are set out in Section 7 and which are summarised below at paragraph 1.3.1.

1.3.0 Summary

1.3.1 The report will show there are no highway or flooding concerns that should prevent the application being approved.

2.0 THE APPLICATION SITE AND SURROUNDING AREA

2.1.0 The Application Site

2.1.1 This comprises the land corridor to the south of the existing Mill Green footway, from the head of the Mill Green cul-de-sac up to the existing double vehicular gates serving The Moorings, Mill Green Boathouse. These vehicular access gates are very long-standing, being shown on the Statutory Declaration of Mrs. Hurlock, dated October 2008, see below.

2.1.2 The application site is shown as a long-standing access on the historic O.S. plans as noted below.

2.2.0 The Moorings, Mill Green Boathouse

2.2.1 Owned by the Applicant, this long-standing boatyard, moorings and slipway have been in existence since the late 19th century – see below. They have the benefit of a vehicular access to the application site via a set of double gates to the eastern boundary, as well as a separate pedestrian access to the west from Mill Green.

2.2.2 The commercial use of the boatyard has not been abandoned, photographs from 2006 show 6 boats moored alongside the river frontage.

2.3.0 The Boatyard

2.3.1 To the immediate east of The Moorings, this boatyard was established on the marshland shown on the historic OS plans noted above.

3.0 RELEVANT PLANNING HISTORY

3.1.0 The Application Site, The Vehicular Access to The Moorings, Mill Green Boathouse

3.1.1 The existence of this vehicular access is shown by the documentary evidence noted below.

3.2.0 The Oxfordshire LVI Ordnance Survey 1882

3.2.1 Attached as Appendix 1 to this report, Mill Green is shown in red, running from The Moorings, Mill Green Boathouse, alongside the existing public footway of Mill Green, before turning eastwards to run alongside, and parallel to the public footway.

3.2.2 It can be seen that the access is separated from the open ground to the north, now The Boatyard, by a water course, which is located wholly within that area of open ground.

3.3.0 The Ordnance Survey 1912 Edition

3.3.1 This clearly shows the vehicular access of Mill Green running from The Moorings, Mill Green Boathouse, in a north-easterly direction parallel to the public footway, see Appendix 2.

3.4.0 The Statutory Declaration of Mrs. Hurlock

3.4.1 Mrs Hurlock was the widow of Mr. Leslie Hurlock, who was the registered proprietor of The Moorings, Mill Green Boathouse.

3.4.2 Dated the 31st of October 2008, and attached as Appendix 3 to my report, this declaration confirms that:

1. Mr. Hurlock purchased The Moorings, Mill Green Boathouse, in 1978.
2. Since 1978 to date, there has been an undisputed and uninterrupted right of way over the site of the current planning application.

3.5.0 The Commercial Use of The Moorings, Mill Green Boathouse

3.5.1 The reinstatement of the vehicular access to The Moorings, Mill Green Boathouse, must be set in the context of the long-standing commercial use of the site, since the late 19th century.

3.5.2 By the time of the 1898 O.S. a covered wet dock and existing slipway are shown. By the time of the 1912 O.S. the existing storage building is shown, in addition to the covered wet dock and slipway on the previous 1898 O.S. The 1912 O.S. also clearly shows the vehicular access the subject of this planning application.

- 3.5.3 The slipway was, until very recently, served by a winch capable of dragging boats out of the water onto dry land.
- 3.5.4 To the side of the slipway was an underground diesel pump and store, similarly very recently removed.

4.0 FLOOD RISK ASSESSMENT

4.1.0 The application site lies within the EA Flood Zone 3b. It is located over 20m from the river.

4.2.0 The Materials Used Will Be Permeable.

4.2.1 The application proposes the reinstatement of the vehicular access. As can be seen from the Proposed Typical Section, Drawing No. 106, the reinstatement will use a geotextile membrane under a sub-base of open graded Type 3 to a minimum depth of 0.6m, with a pea shingle surface finish of 0.2m. To the east, and where necessary, the reinstatement will be retained by a gabion system containing 50mm to 300mm stone.

4.2.2 Consequently, it can be seen that all of the proposed materials will be permeable.

4.3.0 Flooding Elsewhere

4.3.1 As a consequence of the use of permeable materials the reinstatement will not cause flooding elsewhere.

4.4.0 Vulnerability of the reinstatement

4.4.1 As the reinstatement of an access, the application does not propose development vulnerable to flooding. Rather, by reinstating the vehicular access to the Previously Developed Land site of the Moorings, Mill Green Boathouse, it will allow the speedy evacuation of the site should flooding occur. This is a positive benefit of the application.

4.5.0 Liable to Groundwater and Surface Water Flooding

4.5.1 The application site has a low risk of groundwater flooding and a low-moderate risk of surface water flooding.

5.0 THE PROPOSAL

5.1.0 Use

5.1.1 The application proposes the reinstatement of the vehicular access, using permeable materials, in a north-eastern direction from The Moorings, Mill Green Boathouse up to the adoptable highway. A copy of the LHA adoption plan is attached as Appendix 4 to this report, the application site being edged in red.

5.2.0 The Existing Mill Green Footway.

5.2.1 The existing 2.7m width of this footway would remain. No alteration is proposed to the alignment.

5.3.0 The Reinstatement of the Vehicular Access

5.3.1 This would use the available width from the existing adopted highway of Mill Green up to the existing and long-standing double width vehicular access gates.

5.3.2 The materials used would be permeable, with a geotextile membrane laid over the existing sump followed by a base layer of Type 3 unbound limestone, followed by a surface finish of pea shingle. To retain the south-eastern boundary of the access, stone filled gabions would be installed.

5.3.3 The existing lamp standard and telegraph pole would be retained but relocated subject to the statutory undertaker's agreement.

5.3.4 The width would vary from some 3m to 6m.

5.4.0 The Purpose of the Access

5.4.1 This is to again provide a vehicular means of access to The Moorings, Mill Green Boathouse. The Applicant intends to use The Moorings to accommodate his motorboat, currently moored nearby, and for no other purpose. In order to access The Moorings, and hence his boat, a vehicular means of access would be desirable.

6.0 PLANNING CONSIDERATIONS

6.1.1 I consider this application to reinstate a vehicular access with permeable materials raises two issues:

1. Would the reinstatement prejudice highway safety?
2. Would the reinstatement prejudice flood protection?

6.2.0 **Would the reinstatement prejudice highway safety?**

6.2.1 For the following reasons I do not consider that the proposed reinstatement of the vehicular access would prejudice highway safety:

6.2.2 **Reason No. 1: The width and alignment of the Mill Green footway would remain unaltered.** The proposed reinstatement will have no impact on the Mill Green footway. This will continue along the existing alignment and maintain its existing width.

6.2.3 **Reason No. 2: The reinstated access would serve only The Moorings, Mill Green Boathouse.** The reinstated access would serve only the Applicant's premises, where he intends to moor his motorboat, relocating from a nearby marina. Consequently, the access would be used by his private car to reach the site and return. The frequency of visits is estimated to be no more than 6 times a month during Spring and Summer, i.e., 72 trips each year. This is a very low frequency use.

6.2.4 **Reason No. 3: Vehicular access to The Moorings is already available and vehicles can turn within the site.** The access will make use of existing double width gates to The Moorings, within which there is ample room to turn a vehicle, thereby negating the need for vehicles to reverse along the reinstated access.

6.3.0 **Would the reinstatement prejudice flood protection?**

6.3.1 As set out in Section 4 of this report, the Flood Risk Assessment notes that the proposed reinstatement of the access is over 20m from the riverbank and would be constructed in permeable materials. Consequently, the proposed reinstatement would have no adverse impact on flood protection.

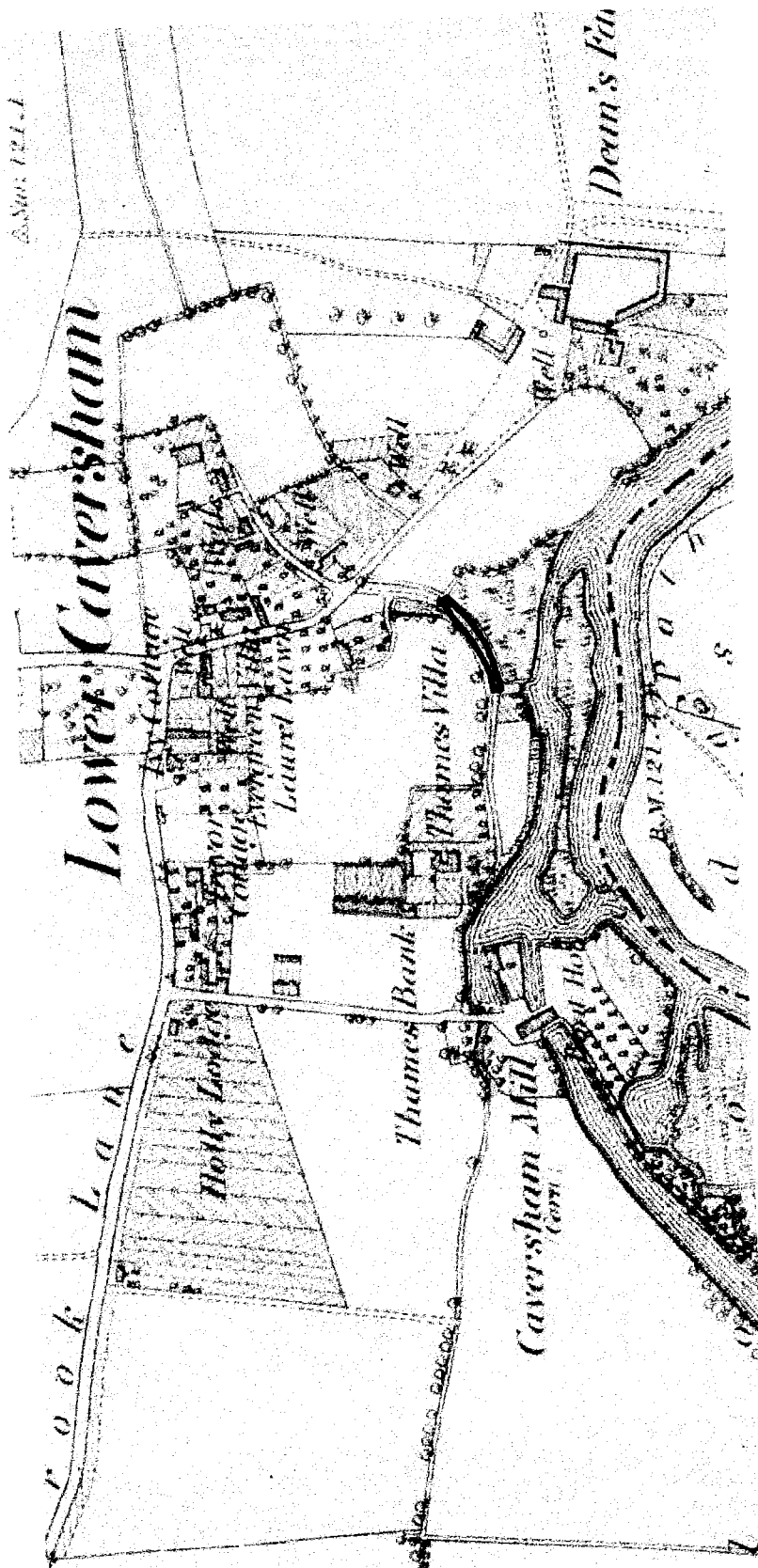
7.0 CONCLUSIONS

- 7.1.1 I have shown in this report that there are no issues that prevent the reinstatement of this vehicular access. The access is long-standing, having been shown on the O.S. extract of 1882, and this use has continued, as confirmed by the Statutory Declaration of 2008. I understand that the access was blocked in 2017, but this blockage has since been removed and the access remains.
- 7.1.2 I have shown that there are no highway or flood prevention issues that should prevent planning permission being given.

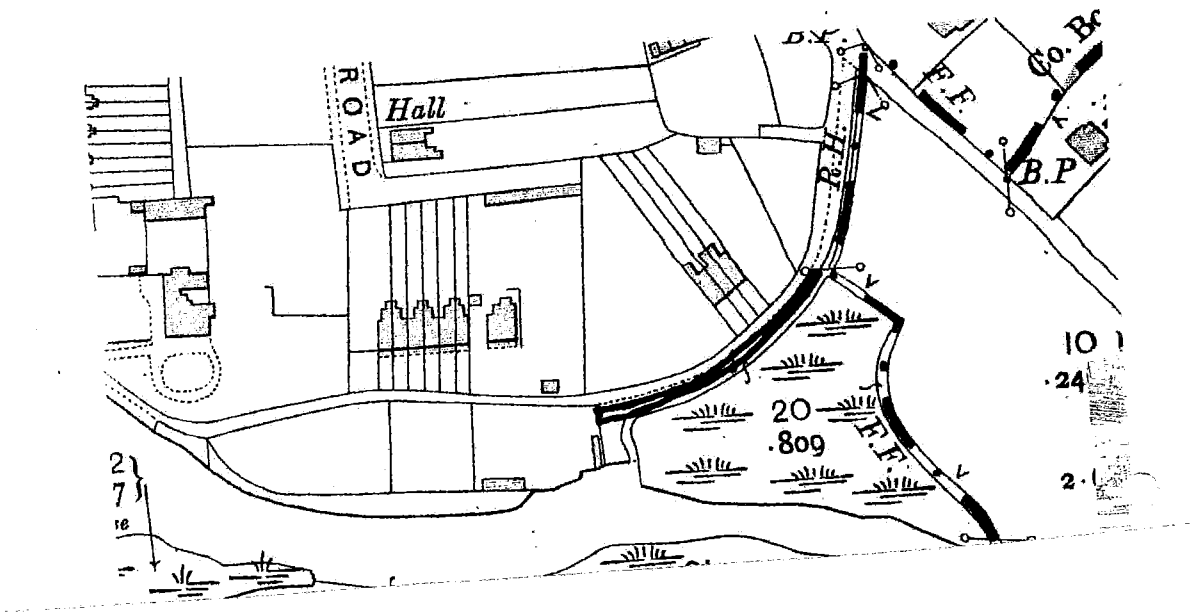
8.0 APPENDICES

1. The Oxfordshire LVI Ordnance Survey 1882
2. The Ordnance Survey 1912 Edition
3. Statutory Declaration of Mrs. Hurlock dated October 2008.
4. Copy of the LHA adoption plan for Mill Green.

Appendix 1
1892 O.S. Plan



Appendix 2
1912 O.S. Plan



Appendix 3
Statutory Declaration



I **SUSAN DOROTHY CAROL HURLOCK** of Marwell Manor Fishers Pond
Portsmouth Road Near Eastleigh Hants SO50 7HF **DO SOLEMNLY AND**
SINCERELY DECLARE as follows:

1. That my late husband, Leslie David Hurlock, who died on 4 July 1995 is the registered proprietor of the property known as The Mooring Mill Green Caversham Reading Berkshire and registered at H M Land Registry under Title Number BK158582 ("the Property"). My husband purchased the property in 1978.
2. The property is shown edged red on the plan attached marked "SH1" ("the Plan").
3. There are two access points into the Property, namely:
 - (a) The single gate in the northern boundary and access is gained on foot into this gate over the public footpath known as Mill Green.
 - Double gates on the eastern boundary shown on the Plan at point A. Access into these gates has been gained by passing over the access road shown edged blue on the Plan ("the Accessway").
4. Throughout my husband's ownership the Property has been used or occupied by me and my husband and our family or by tenants or licensees. Since 1978 we have exercised an undisputed and uninterrupted right of way over the Accessway. We have exercised this right without payment, objection, let, hindrance, obstruction or consent.

WE, CONWAY & CO SOLICITORS,
HEREBY CERTIFY THIS TO BE
A TRUE & ACCURATE COPY
OF THE ORIGINAL 4/11/08

Conway & Co
CONWAY & CO

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5. I attach two photos marked "SH2", which clearly show the double gates into the property and the Accessway leading up to them.
6. To the best of my knowledge and belief I believe that this right of way has been exercised without dispute, interruption or licence and I make this declaration in support of my application to register a right of way over the Accessway

AND I MAKE THIS SOLEMN DECLARATION conscientiously believing the same to be true and by virtue of the Statutory Declarations Act 1835

DECLARED by the said **SUSAN**)
DOROTHY CAROL HULOCK at)
MIRAMONT DE GUYENNE)
In the County of **FRANCE**)
this **31** day of **October** 2008)

before me

Commissioner for Oaths/Solicitor

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This is the exhibit referred to in the Statutory Declaration of **SUSAN DOROTHY
CAROL HURLOCK** marked "SH1"

Declared this 31 day of October 2008

be

Commissioner for Oaths/Solicitor

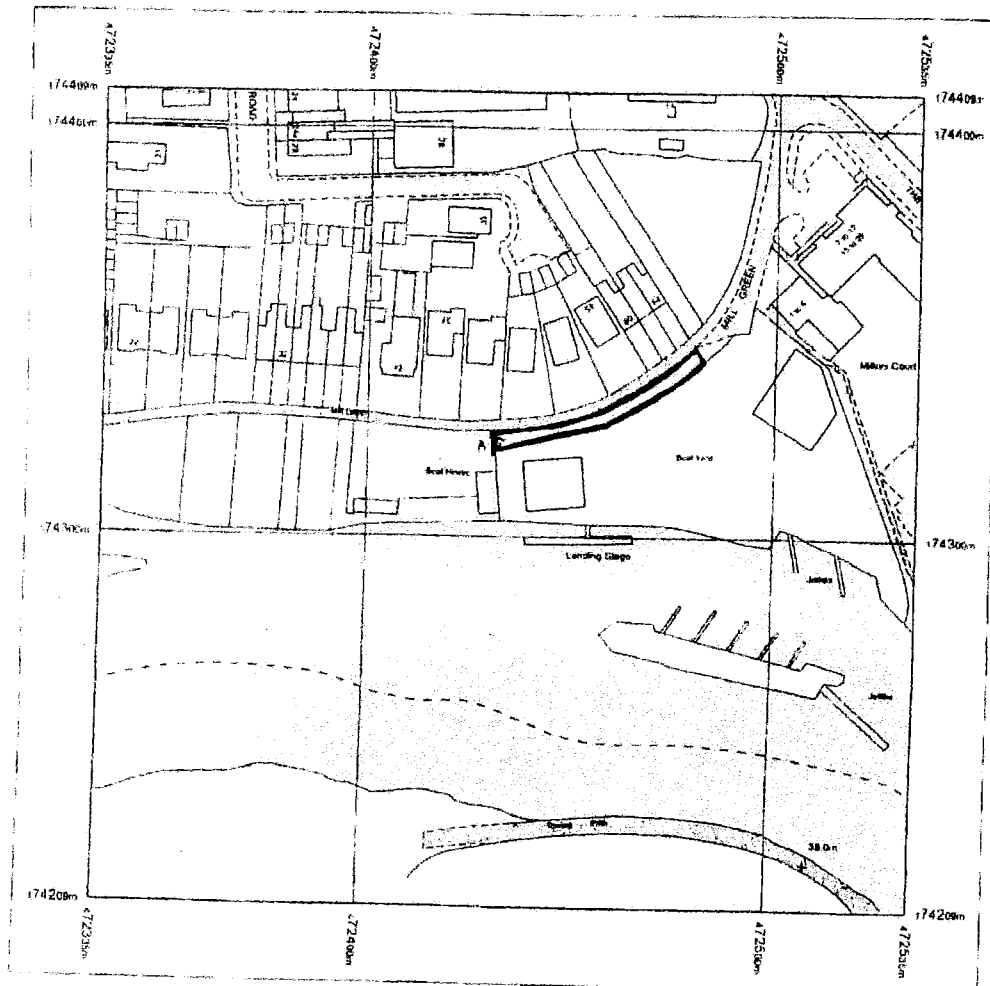




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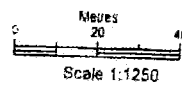
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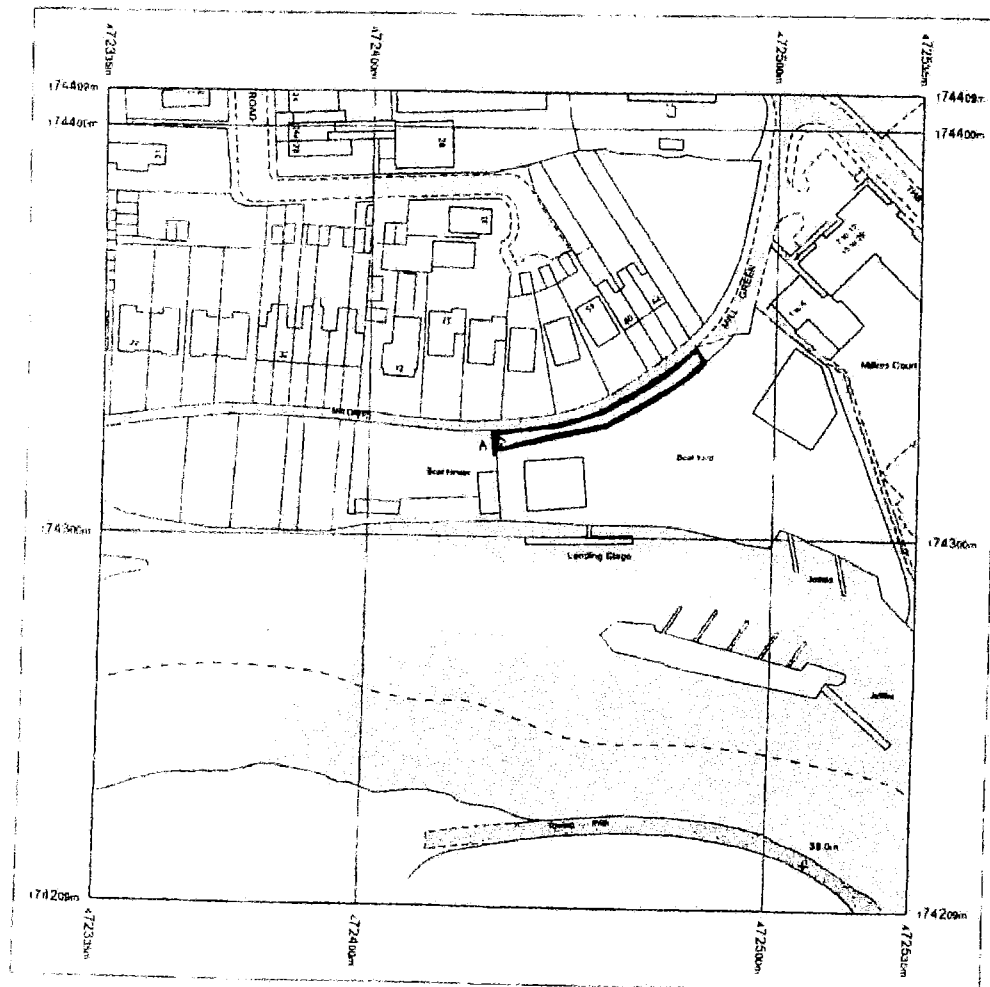
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Survey



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This is the exhibit referred to in the Statutory Declaration of **SUSAN DOROTHY
CAROL HURLOCK** marked "SH2"

Declared this 31 day of October 2008

[Redacted Signature]

before me,

Commissioner for Oaths/Solicitor

[Redacted Signature]

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This shows the right of way towards the double gates to the site



View of much used right of way access and 8' public footpath leading from Mill Green Road to The Mooring, just past the street light and telegraph pole.



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Appendix 4
LHA Adoption Plan

DLA Planning