

Public Document Pack



**WOKINGHAM
BOROUGH COUNCIL**

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To:- All Committee Members

LICENSING AND APPEALS HEARINGS SUB COMMITTEE - MONDAY, 22ND JULY, 2019

I enclose, for consideration at the next Monday, 22nd July, 2019 meeting of the Licensing and Appeals Hearings Sub Committee, additional documents (appendix H) that were submitted by the applicant after the agenda was published.

Agenda No Item

Hearing Procedure

1. **Election of Chairman**

To elect a Chairman for the meeting.

2. **Declaration of Interest**

To receive any declarations of interest.

3. **New Premises Licence Application - Henley Royal Regatta (Pages 5 - 10)**

To receive a report and appendixes in relation to an application for a new premises licence for the Henley Royal Regatta, Lion and Blandy Meadows, Riverside Fields, Henley-on-Thames.

Appendix A - Application for new premises licence

Appendix B - Location/layout plans

Appendix C - Site notice

Appendix D - Current licence PR0242

Appendix E - Responsible Authorities responses

Appendix F - Representations objecting the application

Appendix G - Representations in support of the application

Appendix H - Additional documents submitted by the applicant

Yours sincerely

Susan Parsonage
Interim Chief Executive

HEARING PROCEDURE – APPLICATION FOR A PREMISES LICENCE

1. Sub-Committee to elect a Chairman for this Hearing only.
2. Chairman to welcome all Parties and introduce the Members of the Sub-Committee.
3. Chairman to ask Sub-Committee if they have any interests to declare.
4. Chairman of Sub-Committee to outline procedure and reaffirm that only information relevant to representations can be considered and that such information must be relevant to the Licensing Objectives. Chairman to confirm that all parties understand this. The four Licensing Objectives are:
 - The Prevention of Crime and Disorder;
 - Public Safety;
 - The Prevention of Public Nuisance; and
 - The Protection of Children from Harm.
5. The Licensing Officer will introduce the Hearing report and update the Sub-Committee on any developments following publication of the report whenever required.
6. The Applicant to present application, including any witnesses. All parties will be given equal time to put their case.
7. Responsible Authorities that have made representations and any Interested Parties that have made representations may, with the permission of the Sub-Committee, question the Applicant and witnesses.
8. Each Responsible Authority that has made representations to present their representations including any witnesses. All parties will be given equal time to put their case.
9. The Applicant may ask questions of each Responsible Authority if permitted to do so by the Sub-Committee, but will, in any event, be given the opportunity to respond to comments made by other parties at the end of the Hearing.
10. Any Interested Parties that have made representations to present their representations including any witnesses. All parties will be given equal time to put their case.
11. The Applicant may ask questions of each Interested Party if permitted to do so by the Sub-Committee.
12. The Sub-Committee can question any Party at any stage.
13. In order to facilitate effective Hearings, Interested Parties making similar representations will be asked to nominate a spokesman to present their representations. At the conclusion of a spokesman's representation, the Chairman will ask the other Interested Parties if they have any other points to raise.
14. Questions by the Sub-Committee and, when permitted, by the Applicant, will be directed to the nominated spokesman in the first instance.
15. The Applicant will be given the opportunity to respond to comments made.
16. After hearing the application and all representations, the Sub-Committee will ask any further questions of any party that it may have.
17. The Chairman will ask all parties if they have any further relevant points that have not been covered in the Hearing and to give a brief summary of their evidence and information with the Applicant going last in order.
18. All parties other than the Sub-Committee and support staff from Wokingham Borough Council's Legal and Democratic Services team to leave the Hearing.
19. The Sub-Committee shall determine the application. The decision will be notified in writing to all parties after the Sub-Committee has reached its decision.

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TITLE	Henley Royal Regatta Lion And Blandy Meadows Riverside Fields, Henley On Thames Application For New Premises Licence
FOR CONSIDERATION BY	Licensing and Appeals Sub-Committee on 22 July 2019
WARD	Remenham, Wargrave and Ruscombe
LEAD OFFICER	Karen Court - Licensing Officer Julia O'Brien – Principal Officer Sean Murphy – Public Protection Manager

PURPOSE OF REPORT

To provide relevant information for the Sub Committee to consider and determine the application from Henley Royal Regatta for a new premises licence for Lion and Blandy Meadows, Riverside Fields, Henley on Thames RG9 2LY

OUTCOMES

In accordance with S18 of the Licensing Act 2003 and the Wokingham Borough Council Licensing Policy, the application is referred to the Licensing and Appeals Sub Committee for determination as representations have been made.

RECOMMENDATIONS

The Sub Committee to determine the application to grant or refuse the application, with conditions and/or amendments as appropriate.

SUPPORTING INFORMATION

Background

The application was received on 28 May 2019.

The application was checked and confirmed to be correctly made. The 28 day consultation period ran from 28 May to 25 June 2019. The responsible authorities, ward members and town council were advised by email on 30 May 2019.

Summary details of the application are as follows:

- Extracted from applicant's general description:

The proposed licensed premises is the existing licensed area under premises licence PR0242 used annually for the Henley Royal Regatta, namely Riverside Fields at Lion and Blandy Meadows as delineated in red on the plan served with the application, supplementary plans are provided to show the different bar areas within the proposed area, again identical to those relating to premises licence PR0242

This application is to apply for a one day premises licence, applicable every year for the Tuesday of Henley Royal Regatta week. If issued the premises licence would be in exactly the same terms and subject to the same conditions as PR0242 for the five days of Regatta week each year (Wednesday to Sunday). The one day licence would sit alongside and run consecutively to the existing licence PR0242

The rationale behind the proposed extension of the Henley Royal Regatta and the need for this additional "one day" licence is to enable the Regatta to hold new rowing events especially for women's crews but also to allow for a greater breather between existing races.

- live music (outdoors) Tuesday 1100 to 1930 hours
- supply of alcohol (on the premises) Tuesday 1000 to 2000 hours
- opening hours Tuesday 0830 to 2000 hours

The application has been advertised correctly, with site notices displayed at the premises and a notice placed in the Henley Standard on 31 May 2019.

During the statutory consultation period of 28 days, representations were received from numerous parties, both in support of and objecting to the application.

Responses Received from Responsible Authorities

Thames Valley Police – "no objection" response

Fire Authority – "no representation" response

Planning "applicant advised to check if they require planning permission" response

Environmental Health – no response received

Health & Safety/Food Safety Team – no response received

Trading Standards – no response received

Children and Young People's Services – no response received

Public Health – no response received

Representations Objecting to the Application Received from Remenham Parish Council, Remenham Farm Residents Association (RFRA) and local residents

1. Mr John Merkel (as Remenham resident and Chairman of Remenham Parish Council)
2. Mr Paul Sermon for Remenham Parish Council
3. Mr Michael Dudley for Remenham Farm Residents Association (RFRA)
4. Mr Michael Dudley of Remenham (personal objection)
5. Mr Anthony West of Remenham
6. Mr John Halsall of Remenham
7. Mr Ron Emerson of Remenham
8. Mr Neil Brown of Remenham
9. Mr Nigel Gray of Remenham
10. Mr David Law of Remenham

Representations Received in support of the application

1. Grace Johnson of University of Nottingham Rowing Club
2. Juliette Stacey, Henley resident
3. Mr Davies, Headmaster of Shiplake College
4. David Gillard of Wargrave
5. Antony Narula of Wargrave
6. Richard Spratley of Bix, Henley on Thames
7. Guin Batten of Women's Head of the River Race
8. Henley Town Council
9. Jack Beaumont, international rower and Henley resident
10. Jane Lunnon, Head of Wimbledon High School
11. Suzie Longstaff, Head of Putney High School
12. Anne Buckingham, resident of Henley on Thames
13. David Goodhew, Head of Latymer Upper School
14. Phil Gray of University of London Boat Club
15. Thomas Garner, Headmaster of Pangbourne College
16. Peter Jacobs of Remenham
17. Henley Town Council town and community events committee
18. Henley Town Council Town and Community Manager
19. George Hammond, Chairman of National Schools' Regatta
20. Daniel Grist, Secretary and Chief Executive of Henley Royal Regatta (via Blandy and Blandy Solicitors)
21. Annemarie Phelps CBE, Vice Chair of British Olympic Association (via Blandy and Blandy Solicitors)

Other Relevant Information

For clarification and as referred to by the applicant and objectors, the operating schedule conditions on the existing licence PR0242 are as follows. The applicant has included these conditions in their proposed operating schedule included with their application.

Annex 2 – Conditions consistent with the operating schedule

a) General

1. The Regatta has operated its enclosures for nearly 100 years and has put in place appropriate measures to achieve all 4 licensing objectives.

b) Prevention of Crime and Disorder

1. The Regatta employs qualified security staff (with appropriate SIA licence) and also engages the services of Thames Valley Police to prevent crime and disorder. The bars and restaurants are operated by an international catering company of repute which employs properly qualified staff who also are trained to prevent crime and disorder.

c) Public Safety

1. The Regatta liaises with Thames Valley Police and all other emergency services and the local authority to ensure public safety. Furthermore gate keepers, security staff and attendants have specific roles in this regard as well.

d) Prevention of Public Nuisance

1. The profiles of those attending our facilities lessen the likelihood of public nuisance and the precautions referred to in b) and c) above reinforce this view. The hours of operation are not conducive to those leaving the site causing public nuisance.

e) Protection of Children from Harm

1. Within 90% of the area seeking a licence, children are not admitted. Where they are, the trained security and bar staff ensures they are kept protected from harm.

Annex 3 – Responsible Authority Conditions

Health and Safety

1. A current certificate of electrical safety in a form prescribed in the Institute of Electrical Engineers Wiring Regulations, signed by a competent person, should be submitted for the electrical installation in connection with your licence prior to the start of each year's events.

2. Arrangements should be made for the first aid treatment of members of the public who are attending the event in connection with your licence.

Annex 4 - Conditions attached after a Hearing by the licensing authority

Not applicable

Annex 5 – Plans

Plans of premises attached

Analysis of Issues

Promotion of the four licensing objectives:

- the prevention of crime and disorder
- public safety
- the prevention of public nuisance
- the protection of children from harm

The operating schedule section of the application details how the applicant proposes to address these.

Requirement of Licensing Act 2003 to determine an application and achieve the four licensing objectives – prevention of crime and disorder, public safety, prevention of public nuisance and protection of children from harm.

Wokingham Borough Council's licensing policy – operating hours – the council recognises that one important aspect of the Licensing Act 2003 is the abolition of national opening hours for premises selling alcohol and will only determine the opening hours of any licensable activity if there is the belief that by limiting the operating hours one or more of the licensing objectives will be met.

List of Attachments

- Application for new premises licence
- Location/layout plans
- Responsible authority responses
- Representations objecting to the application
- Representations in support of application
- Current licence PR0242 for reference

Reasons for Decision

In accordance with legislative requirements

Alternative Options considered, if any

None

List of Background Papers

Attachments List as Detailed above

Contact Karen Court	Service Public Protection Partnership
Telephone No 01635 519791	Email karen.court@westberks.gov.uk
Date 2 July 2019	Version No. 1

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Karen Court

From: Sue Dowling <Sue.Dowling@Blandy.co.uk>
Sent: 28 May 2019 11:46
To: Licensing; 'licensing@thamesvalley.pnn.police.uk'; 'centralhubfiresafety@rbfrs.co.uk'; Environmental Health; Environmental Health; Development Control; BWSCP; Julie Hotchkiss; tsadvice; 'alcohol@homeoffice.gsi.gov.uk'
Cc: Karen Court (Karen.Court@westberks.gov.uk); Luciane Bowker; Julia OBrien; Daniel Grist (dgrist@regattahq.co.uk); Belinda McGarry
Subject: Application for a new Premises Licence for Henley Royal Regatta - for Tuesday each year of the Regatta "week"
Attachments: HRR One day (Tuesday) Licence application.pdf; Licensing Plan; consent of DPS; Draft Conditions and Letter from Henley Women's Regatta.pdf; supplementary plans for infomation only.pdf; Existing licence for HRR.pdf

This message is subject to the confidentiality notice at the end of this communication

Dear Sirs

Application for a new Premises Licence for Henley Royal Regatta - for the Tuesday each year of the Regatta "week" from 2020.

We write further to our recent email to the Licensing Authority concerning the above application. We now attached by way of service:

1. Copy LIC 2 Application Form
2. Copy proposed licensing plan; DPS Consent; draft conditions and copy letter from Henley Women's Regatta of 8 February 2019;
3. Copy supplementary plans (for information only)
4. Copy existing Premises Licence 0242 (which relates to the proposed Premises from Wednesday through to Sunday)

We confirm that we have just paid the issue fee for the attached application (£190; Reference 43867 ENV139R3). This fee has been calculated using the same premise applicable to the main licence.

Rationale for the Application

As you will note from the Application Form, the rationale for and the nature of the attached application are of fundamental importance – Henley Royal Regatta wishes to operate the existing licensed Premises ***on exactly the same terms and subject to the same conditions*** (to promote the Licensing Objectives) as provided under Licence 0242, ***on the Tuesday of Regatta "week" each year*** – a) to start to address gender imbalance by introducing new rowing events especially for women's/junior women's crews and b) also to allow for a greater "breather" between existing races. If granted, this new Licence (for one day each year – being the Tuesday at the start of the Regatta "week") would sit along-side the main licence (0242) and would be identical to it save that it will relate to the Tuesday (with the main licence continuing to apply from Wednesday through to Sunday).

In view of the indisputably correct rationale behind the application (to start to address gender imbalance at the Regatta); the fact that if issued, the Licence would be subject to the same conditions which apply to Licence 0242 and the fact that Henley Royal Regatta has operated its event professionally and safely for a very many years – it is not anticipated that this proposed licensed operation (which would use the same infrastructure and would not extend the build-up/take down time) will have any adverse impact on the promotion of the licensing objectives, and indeed it is hoped that the Responsible Authorities will be able to confirm that it has no objections to this particular application.

Supporting Documentation

For now we have only attached a letter supporting the application from Henley Women's Regatta; we shall be lodging further letters of support from other significant organisations including from British Rowing; Rowing Australia and the National School's Regatta to name but a few.

We also confirm that our clients have already met with local residents (from Remenham) to explain the nature of this application and to obtain their constructive feedback, and they were reassured that they are fully supportive of the Regatta both in terms of its current and proposed expanded operation.

Display Requirements

We confirm that the application will be advertised in the appropriate way in the local newspaper and Site Notices will be erected as per the Regulations imminently.

Kindly confirm safe receipt of this application and confirm that you have no objections to it. An email to the writer is perfectly acceptable.

Kind regards

Sue Dowling

Partner

Employment; Business Immigration; Venue Licensing

For and on behalf of Blandy & Blandy LLP

D: 0118 951 6822 | T: 0118 951 6927 | W: www.blandy.co.uk





BLANDY & BLANDY
solicitors

Excellence | Integrity | Approachability

IMPORTANT SECURITY ALERT

This alert relates to scams, fraud and cyber-threats, which are becoming increasingly common. We have not changed our bank account for many years, and we are not intending to do so.

The details of our bank account are set out in our terms of business. In any event, we will never notify you of a change in our firm's bank details by email or text message.

If you receive any communication purporting to come from anyone at Blandy & Blandy LLP asking for funds to be transferred to another account, please contact us at once (using a telephone number from our website, not from the communication you have received) and on no account send the funds requested.

We will not accept liability if you transfer the money to an incorrect bank account in these or similar circumstances.

Notice Information in this message and any attachments is confidential and may be legally privileged. It is intended solely for the person to whom it is addressed.

Access and/or use by others is unauthorised and may be unlawful. If you receive this message in error please notify the sender and delete/destroy all copies of the message immediately.

**Application for a premises licence to be granted
under the Licensing Act 2003**

PLEASE READ THE FOLLOWING INSTRUCTIONS FIRST

Before completing this form please read the guidance notes at the end of the form. If you are completing this form by hand please write legibly in block capitals. In all cases ensure that your answers are inside the boxes and written in black ink. Use additional sheets if necessary.

You may wish to keep a copy of the completed form for your records.

I/We **HENLEY ROYAL REGATTA**
(Insert name(s) of applicant)

apply for a premises licence under section 17 of the Licensing Act 2003 for the premises described in Part 1 below (the premises) and I/we are making this application to you as the relevant licensing authority in accordance with section 12 of the Licensing Act 2003

Part 1 – Premises details

Postal address of premises or, if none, ordnance survey map reference or description			
LION AND BLANDY MEADOWS RIVERSIDE FIELDS			
Post town	HENLEY ON THAMES	Postcode	RG9 2LY
Telephone number at premises (if any)	01491 572153		
Non-domestic rateable value of premises	£ 30,000		

Part 2 - Applicant details

- Please state whether you are applying for a premises licence as Please tick as appropriate
- a) an individual or individuals * please complete section (A)
- b) a person other than an individual * please complete section (B)
- i as a limited company/limited liability partnership
- ii as a partnership (other than limited liability) please complete section (B)
- iii as an unincorporated association or please complete section (B)
- iv other (for example a statutory corporation) please complete section (B)
- c) a recognised club please complete section (B)
- d) a charity please complete section (B)

- e) the proprietor of an educational establishment please complete section (B)
- f) a health service body please complete section (B)
- g) a person who is registered under Part 2 of the Care Standards Act 2000 (c14) in respect of an independent hospital in Wales please complete section (B)
- ga) a person who is registered under Chapter 2 of Part 1 of the Health and Social Care Act 2008 (within the meaning of that Part) in an independent hospital in England please complete section (B)
- h) the chief officer of police of a police force in England and Wales please complete section (B)

* If you are applying as a person described in (a) or (b) please confirm (by ticking yes to one box below):

I am carrying on or proposing to carry on a business which involves the use of the premises for licensable activities; or

I am making the application pursuant to a statutory function or

a function discharged by virtue of Her Majesty's prerogative

(A) INDIVIDUAL APPLICANTS (fill in as applicable)

Mr <input type="checkbox"/>	Mrs <input type="checkbox"/>	Miss <input type="checkbox"/>	Ms <input type="checkbox"/>	Other Title (for example, Rev)	
Surname			First names		
Date of birth		I am 18 years old or over <input type="checkbox"/> Please tick yes			
Nationality					
Current residential address if different from premises address					
Post town				Postcode	
Daytime contact telephone number					
E-mail address (optional)					

SECOND INDIVIDUAL APPLICANT (if applicable)

Mr <input type="checkbox"/>	Mrs <input type="checkbox"/>	Miss <input type="checkbox"/>	Ms <input type="checkbox"/>	Other Title (for example, Rev)	
Surname			First names		

Date of birth		I am 18 years old or over <input type="checkbox"/> Please tick yes	
Nationality			
Current postal address if different from premises address			
Post town		Postcode	
Daytime contact telephone number			
E-mail address (optional)			

(B) OTHER APPLICANTS

Please provide name and registered address of applicant in full. Where appropriate please give any registered number. In the case of a partnership or other joint venture (other than a body corporate), please give the name and address of each party concerned.

Name HENLEY ROYAL REGATTA
Address REGATTA HEADQUARTERS HENLEY ON THAMES RG9 2LY
Registered number (where applicable) 10755921
Description of applicant (for example, partnership, company, unincorporated association etc.) LIMITED COMPANY
Telephone number (if any) 01491 572153
E-mail address (optional)

Part 3 Operating Schedule

When do you want the premises licence to start?

DD	MM	YYYY
	06	2020

If you wish the licence to be valid only for a limited period, when do you want it to end?

DD	MM	YYYY
┌	┌	┌
└	└	└

Please give a general description of the premises (please read guidance note 1)
 The proposed licensed "Premises" is the existing licensed area (under Premises Licence 0242) used annually for the Henley Royal Regatta namely Riverside Fields at Lion and Blandy Meadows Henley on Thames RG9 2LY, as delineated in red on the plan served with this application. (Supplemental plans are also provided to show the different bars areas within the proposed area – these plans are again identical to those relating to Premises Licence 0242).

This application is to apply for a one day Premises Licence; applicable every year; for the Tuesday of the Henley Royal Regatta "week". If issued, the Premises Licence (and the licensable activities operated thereunder) will be in **exactly the same terms and will be subject to the same stringent conditions as the existing Premises Licence (PRO242)**, applicable for the same "Premises" for the five days of the Regatta "week" each year (i.e. from Wednesday to Sunday) save that it will relate to the preceding Tuesday only, each year. The one day licence will "sit along-side" (and run consecutively to) the existing licence number PR0242.

The rationale behind the proposed extension of the Henley Royal Regatta (and the need for this additional 'one day' licence to support that extension) is to enable the Regatta to hold new rowing events especially for women's crews, but also to allow for a greater "breather" between existing races. Over the years, the Regatta has become more and more popular and the Regatta wish to be able to build in greater space between races, along with integrating more women/junior women crews/competitors.

If 5,000 or more people are expected to attend the premises at any one time, please state the number expected to attend.

What licensable activities do you intend to carry on from the premises?

(please see sections 1 and 14 and Schedules 1 and 2 to the Licensing Act 2003)

- | Provision of regulated entertainment (please read guidance note 2) | Please tick all that apply |
|---|-------------------------------------|
| a) plays (if ticking yes, fill in box A) | <input type="checkbox"/> |
| b) films (if ticking yes, fill in box B) | <input type="checkbox"/> |
| c) indoor sporting events (if ticking yes, fill in box C) | <input type="checkbox"/> |
| d) boxing or wrestling entertainment (if ticking yes, fill in box D) | <input type="checkbox"/> |
| e) live music (if ticking yes, fill in box E) | <input checked="" type="checkbox"/> |
| f) recorded music (if ticking yes, fill in box F) | <input type="checkbox"/> |
| g) performances of dance (if ticking yes, fill in box G) | <input type="checkbox"/> |
| h) anything of a similar description to that falling within (e), (f) or (g) (if ticking yes, fill in box H) | <input type="checkbox"/> |

Provision of late night refreshment (if ticking yes, fill in box I)

Supply of alcohol (if ticking yes, fill in box J)

In all cases complete boxes K, L and M

A

Plays Standard days and timings (please read guidance note 7)			<u>Will the performance of a play take place indoors or outdoors or both – please tick</u> (please read guidance note 3)	Indoors	<input type="checkbox"/>
				Outdoors	<input type="checkbox"/>
				Both	<input type="checkbox"/>
Day	Start	Finish	<u>Please give further details here</u> (please read guidance note 4)		
Mon					
Tue					
Wed			<u>State any seasonal variations for performing plays</u> (please read guidance note 5)		
Thur					
Fri			<u>Non standard timings. Where you intend to use the premises for the performance of plays at different times to those listed in the column on the left, please list</u> (please read guidance note 6)		
Sat					
Sun					

B

Films Standard days and timings (please read guidance note 7)			<u>Will the exhibition of films take place indoors or outdoors or both – please tick</u> (please read guidance note 3)	Indoors	<input type="checkbox"/>
				Outdoors	<input type="checkbox"/>
				Both	<input type="checkbox"/>
Day	Start	Finish	<u>Please give further details here</u> (please read guidance note 4)		
Mon					
Tue					
			<u>State any seasonal variations for the exhibition of films</u> (please read guidance note 5)		
Wed					
Thur					
			<u>Non standard timings. Where you intend to use the premises for the exhibition of films at different times to those listed in the column on the left, please list</u> (please read guidance note 6)		
Fri					
Sat					
Sun					

C

Indoor sporting events Standard days and timings (please read guidance note 7)			<u>Please give further details</u> (please read guidance note 4)
Day	Start	Finish	
Mon			
Tue			<u>State any seasonal variations for indoor sporting events</u> (please read guidance note 5)
Wed			
Thur			<u>Non standard timings. Where you intend to use the premises for indoor sporting events at different times to those listed in the column on the left, please list</u> (please read guidance note 6)
Fri			
Sat			
Sun			

D

Boxing or wrestling entertainments Standard days and timings (please read guidance note 7)			Will the boxing or wrestling entertainment take place indoors or outdoors or both – please tick (please read guidance note 3)	Indoors	<input type="checkbox"/>
				Outdoors	<input type="checkbox"/>
				Both	<input type="checkbox"/>
Day	Start	Finish	Please give further details here (please read guidance note 4)		
Mon					
			State any seasonal variations for boxing or wrestling entertainment (please read guidance note 5)		
Tue					
			Non standard timings. Where you intend to use the premises for boxing or wrestling entertainment at different times to those listed in the column on the left, please list (please read guidance note 6)		
Wed					
Thur					
Fri					
Sat					
Sun					

E

Live music Standard days and timings (please read guidance note 7)			<u>Will the performance of live music take place indoors or outdoors or both – please tick</u> (please read guidance note 3)	Indoors	<input type="checkbox"/>
				Outdoors	<input checked="" type="checkbox"/>
				Both	<input type="checkbox"/>
Day	Start	Finish	<u>Please give further details here</u> (please read guidance note 4) The hours sought for this licensable activity on Tuesday match the hours for this activity for Wednesday to Sunday of the Henley Royal Regatta “week” under Premises Licence PRO242. The nature of the live music will again be of the same nature as currently operates each year under Licence PRO242 (for example military bands playing from time to time).		
Mon					
Tue	11.00	19.30			
Wed			<u>State any seasonal variations for the performance of live music</u> (please read guidance note 5)		
Thur			<u>Non standard timings. Where you intend to use the premises for the performance of live music at different times to those listed in the column on the left, please list</u> (please read guidance note 6)		
Fri					
Sat					
Sun					

F

Recorded music Standard days and timings (please read guidance note 7)			<u>Will the playing of recorded music take place indoors or outdoors or both – please tick</u> (please read guidance note 3)	Indoors	<input type="checkbox"/>
				Outdoors	<input type="checkbox"/>
				Both	<input type="checkbox"/>
Day	Start	Finish	<u>Please give further details here</u> (please read guidance note 4)		
Mon					
Tue			<u>State any seasonal variations for the playing of recorded music</u> (please read guidance note 5)		
Wed					
Thur			<u>Non standard timings. Where you intend to use the premises for the playing of recorded music at different times to those listed in the column on the left, please list</u> (please read guidance note 6)		
Fri					
Sat					
Sun					

G

Performances of dance Standard days and timings (please read guidance note 7)			Will the performance of dance take place <u>indoors or outdoors or both</u> – please tick (please read guidance note 3)	Indoors	<input type="checkbox"/>
Day	Start	Finish		Outdoors	<input type="checkbox"/>
				Both	<input type="checkbox"/>
Mon			Please give further details here (please read guidance note 4)		
Tue			State any seasonal variations for the performance of dance (please read guidance note 5)		
Wed			Non standard timings. Where you intend to use the premises for the performance of dance at different times to those listed in the column on the left, please list (please read guidance note 6)		
Thur					
Fri					
Sat					
Sun					

H

<p>Anything of a similar description to that falling within (e), (f) or (g) Standard days and timings (please read guidance note 7)</p>			<p>Please give a description of the type of entertainment you will be providing</p>		
Day	Start	Finish	<p>Will this entertainment take place indoors or outdoors or both – please tick (please read guidance note 3)</p>	Indoors	<input type="checkbox"/>
Mon				Outdoors	<input type="checkbox"/>
				Both	<input type="checkbox"/>
Tue			<p>Please give further details here (please read guidance note 4)</p>		
Wed					
Thur			<p>State any seasonal variations for entertainment of a similar description to that falling within (e), (f) or (g) (please read guidance note 5)</p>		
Fri					
Sat			<p>Non standard timings. Where you intend to use the premises for the entertainment of a similar description to that falling within (e), (f) or (g) at different times to those listed in the column on the left, please list (please read guidance note 6)</p>		
Sun					

I

Late night refreshment Standard days and timings (please read guidance note 7)			Will the provision of late night refreshment take place indoors or outdoors or both – please tick (please read guidance note 3)	Indoors	<input type="checkbox"/>
Day	Start	Finish		Outdoors	<input type="checkbox"/>
Mon			Please give further details here (please read guidance note 4)	Both	<input type="checkbox"/>
Tue					
Wed			State any seasonal variations for the provision of late night refreshment (please read guidance note 5)		
Thur					
Fri			Non standard timings. Where you intend to use the premises for the provision of late night refreshment at different times, to those listed in the column on the left, please list (please read guidance note 6)		
Sat					
Sun					

J

Supply of alcohol Standard days and timings (please read guidance note 7)			Will the supply of alcohol be for consumption – please tick (please read guidance note 8)	On the premises	<input checked="" type="checkbox"/>
				Off the premises	<input type="checkbox"/>
				Both	<input type="checkbox"/>
Day	Start	Finish	State any seasonal variations for the supply of alcohol! (please read guidance note 5) The hours sought for this licensable activity on Tuesday match the hours for this activity for Wednesday to Sunday of the Henley Royal Regatta “week” under Premises Licence PRO242. The nature of the provision of alcohol/hospitality will again be of the same nature as currently operates each year under Licence PRO242. In practice the bars close prior to 20:00 so that there can be orderly wind-down before guests are invited to leave. Non standard timings. Where you intend to use the premises for the supply of alcohol at different times to those listed in the column on the left, please list (please read guidance note 6)		
Mon					
Tuc	10.00				
		20.00			
Wed					
Thur					
Fri					
Sat					
Sun					

State the name and details of the individual whom you wish to specify on the licence as designated premises supervisor (Please see declaration about the entitlement to work in the checklist at the end of the form):

Name Mr Philip Roberts	
Date of birth	
Address 43 Downton Road Rumney Cardiff	
Postcode	CF3 3BJ
Personal licence number (if known) CCCI/00668	
Issuing licensing authority (if known) Cardiff City Council	

□□□□

K

Please highlight any adult entertainment or services, activities, other entertainment or matters ancillary to the use of the premises that may give rise to concern in respect of children (please read guidance note 9).

N/A

L

Hours premises are open to the public Standard days and timings (please read guidance note 7)			<u>State any seasonal variations</u> (please read guidance note 5)
Day	Start	Finish	
Mon			Henley Royal Regatta is an annual rowing event and the Regatta currently operates for 5 days from Wednesday to Sunday, in early July each year. It has an existing Premises Licence 0242 which enables licensable activities to take place (to support the event by providing limited live music and to provide refreshments to the spectators) during limited hours.
Tue	08.30	20.00	
Wed			Henley Royal Regatta wishes to extend the Regatta by one day so that there can be less of an imbalance between women's and men's races, and also to create more space in the rowing programme between existing races. To support this expansion, the Applicant is applying for a one day Licence for the Tuesday of the Regatta "week".
Thur			<u>Non standard timings. Where you intend the premises to be open to the public at different times from those listed in the column on the left, please list</u> (please read guidance note 6)
Fri			
Sat			
Sun			

M Describe the steps you intend to take to promote the four licensing objectives:

a) General -- all four licensing objectives (b, c, d and e) (please read guidance note 10)

The licensable activities under Premises Licence PR0242 have been conducted at the "Premises" since the licence was issued in February 2006 (and prior to that time for very many years, under a liquor licence under the 1964 Licensing Act). This application is seeking an identical licence save that it will apply for the Tuesday of Regatta "week" each year.

The "Premises" are operated to a high degree of professionalism, with the requirement to meet the Licensing Objectives being paramount. The Premises Licence Holder enjoys an excellent record in terms of meeting its obligations under the Licence PR0242 (and its wider obligations under other health and safety/events legislation and regulation). The current Licence (PR0242) is subject to conditions relating to the promotion of all four licensing objectives and the Applicant volunteers that if the new (one day) licence is granted it would be subject to the same conditions (to ensure that the Licensing Objectives are promoted but also to ensure consistency across the two licences). A draft of the conditions is attached to this application.

Please note that in addition to the conditions offered (replicating the conditions on PR0242), the Applicant has full event planning/operational procedures in place (relating to the various procedures as recommended in the Green Guide/Purple Guide (as relevant). These procedures involve (amongst other measures) full consultation and liaison with Responsible Authorities and other Authorities/Services.

In view of the excellent nature of the current licensing operation under PR0242 during Wednesday to Sunday of Regatta "week", which is fully supportive of the promotion of the four Licensing Objectives, there are no reasonable grounds to believe that the proposed identical licensing operation on Tuesday of the same week, would have any negative impact on the promotion of the Licensing Objectives – particularly as the infrastructure for the Regatta is in place weeks in advance of its start.

The significant benefit that will be achieved by the extension of this prestigious rowing event (namely allowing for more women's racing to start to be integrated into the Regatta) is unquestionable and indeed any objection to the principle that taking steps to start to address gender imbalance at the Event, would be inherently wrong. The Applicant has received significant support for this proposed extension of the Regatta including from Henley Women's Regatta (copy support letter attached); British Rowing; Rowing Australia; international Stewards; US Rowing (from the Head Women's coach for the US Olympic rowing team); National Schools' Regatta and from Henley Rowing Club.

b) The prevention of crime and disorder

See section (a) above which has equal application to this Licensing Objective. For the reasons stipulated above, it is not anticipated that this "Tuesday" licence will have any negative impact on the promotion of the licensing objectives – the proposed licensing operation will be conducted in the same manner as that successfully operated for many years during Wednesday to Sunday of Regatta "week".

c) Public safety

See section (a) above which has equal application to this Licensing Objective. For the reasons stipulated above, it is not anticipated that this "Tuesday" licence will have any negative impact on the promotion of the licensing objectives – the proposed licensing operation will be conducted in the same manner as that successfully operated for many years during Wednesday to Sunday of Regatta "week".

d) The prevention of public nuisance

See section (a) above which has equal application to this Licensing Objective. For the reasons stipulated above, it is not anticipated that this "Tuesday" licence will have any negative impact on the promotion of the licensing objectives – the proposed licensing operation will be conducted in the same manner as that successfully operated for many years during Wednesday to Sunday of Regatta "week".

e) The protection of children from harm

See section (a) above which has equal application to this Licensing Objective. For the reasons stipulated above, it is not anticipated that this "Tuesday" licence will have any negative impact on the promotion of the licensing objectives – the proposed licensing operation will be conducted in the same manner as that successfully operated for many years during Wednesday to Sunday of Regatta "week".

Checklist:

Please tick to indicate agreement

- I have made or enclosed payment of the fee.
- I have enclosed the plan of the premises.
- I have sent copies of this application and the plan to responsible authorities and others where applicable.
- I have enclosed the consent form completed by the individual I wish to be designated premises supervisor, if applicable.
- I understand that I must now advertise my application.
- I understand that if I do not comply with the above requirements my application will be rejected.
- [Applicable to all individual applicants, including those in a partnership which is not a limited liability partnership, but not companies or limited liability partnerships] I have included documents demonstrating my entitlement to work in the United Kingdom (please read note 15).

IT IS AN OFFENCE, UNDER SECTION 158 OF THE LICENSING ACT 2003, TO MAKE A FALSE STATEMENT IN OR IN CONNECTION WITH THIS APPLICATION. THOSE

WHO MAKE A FALSE STATEMENT MAY BE LIABLE ON SUMMARY CONVICTION TO A FINE OF ANY AMOUNT.

IT IS AN OFFENCE UNDER SECTION 24B OF THE IMMIGRATION ACT 1971 FOR A PERSON TO WORK WHEN THEY KNOW, OR HAVE REASONABLE CAUSE TO BELIEVE, THAT THEY ARE DISQUALIFIED FROM DOING SO BY REASON OF THEIR IMMIGRATION STATUS. THOSE WHO EMPLOY AN ADULT WITHOUT LEAVE OR WHO IS SUBJECT TO CONDITIONS AS TO EMPLOYMENT WILL BE LIABLE TO A CIVIL PENALTY UNDER SECTION 15 OF THE IMMIGRATION, ASYLUM AND NATIONALITY ACT 2006 AND PURSUANT TO SECTION 21 OF THE SAME ACT, WILL BE COMMITTING AN OFFENCE WHERE THEY DO SO IN THE KNOWLEDGE, OR WITH REASONABLE CAUSE TO BELIEVE, THAT THE EMPLOYEE IS DISQUALIFIED.

Part 4 – Signatures (please read guidance note 11)

Signature of applicant or applicant's solicitor or other duly authorised agent (see guidance note 12). If signing on behalf of the applicant, please state in what capacity.

Declaration	<ul style="list-style-type: none"> [Applicable to individual applicants only, including those in a partnership which is not a limited liability partnership] I understand I am not entitled to be issued with a licence if I do not have the entitlement to live and work in the UK (or if I am subject to a condition preventing me from doing work relating to the carrying on of a licensable activity) and that my licence will become invalid if I cease to be entitled to live and work in the UK (please read guidance note 15). The DPS named in this application form is entitled to work in the UK (and is not subject to conditions preventing him or her from doing work relating to a licensable activity) and I have seen a copy of his or her proof of entitlement to work, if appropriate (please see note 15)
Signature	<i>S. E DOWLING</i>
Date	28. May 2019
Capacity	Blandy & Blandly LLP Solicitors for Applicant.

For joint applications, signature of 2nd applicant or 2nd applicant's solicitor or other authorised agent (please read guidance note 13). If signing on behalf of the applicant, please state in what capacity.

Signature	
Date	
Capacity	Solicitor for the Applicant

Contact name (where not previously given) and postal address for correspondence associated with this application (please read guidance note 14) Sue Dowling – Partner Blandy & Blandy LLP One Friar Street			
Post town	Reading	Postcode	RG1 1DA
Telephone number (if any)			
If you would prefer us to correspond with you by e-mail, your e-mail address (optional) Sue.dowling@blandy.co.uk			

Notes for Guidance

1. Describe the premises, for example the type of premises, its general situation and layout and any other information which could be relevant to the licensing objectives. Where your application includes off-supplies of alcohol and you intend to provide a place for consumption of these off-supplies, you must include a description of where the place will be and its proximity to the premises.
2. In terms of specific regulated entertainments please note that:
 - Plays: no licence is required for performances between 08:00 and 23:00 on any day, provided that the audience does not exceed 500.
 - Films: no licence is required for 'not-for-profit' film exhibition held in community premises between 08:00 and 23:00 on any day provided that the audience does not exceed 500 and the organiser (a) gets consent to the screening from a person who is responsible for the premises; and (b) ensures that each such screening abides by age classification ratings.
 - Indoor sporting events: no licence is required for performances between 08:00 and 23:00 on any day, provided that the audience does not exceed 1000.
 - Boxing or Wrestling Entertainment: no licence is required for a contest, exhibition or display of Greco-Roman wrestling, or freestyle wrestling between 08:00 and 23:00 on any day, provided that the audience does not exceed 1000. Combined fighting sports – defined as a contest, exhibition or display which combines boxing or wrestling with one or more martial arts – are licensable as a boxing or wrestling entertainment rather than an indoor sporting event.
 - Live music: no licence permission is required for:
 - a performance of unamplified live music between 08:00 and 23:00 on any day, on any premises.
 - a performance of amplified live music between 08:00 and 23:00 on any day on premises authorised to sell alcohol for consumption on those premises, provided that the audience does not exceed 500.
 - a performance of amplified live music between 08:00 and 23:00 on any day, in a workplace that is not licensed to sell alcohol on those premises, provided that the audience does not exceed 500.
 - a performance of amplified live music between 08:00 and 23:00 on any day, in a church hall, village hall, community hall, or other similar community premises, that is not licensed by a premises licence to sell alcohol, provided that (a) the audience does not exceed 500, and (b) the organiser gets consent for the performance from a person who is responsible for the premises.
 - a performance of amplified live music between 08:00 and 23:00 on any day, at the non-residential premises of (i) a local authority, or (ii) a school, or (iii) a hospital, provided that (a) the audience does not exceed 500, and (b) the organiser gets consent for the performance on the

Proposed Conditions to support application for a new Premises Licence (from 2020) for a one day indefinite Premises Licence for the Tuesday of Henley Royal Regatta "week":

It is proposed that the new licence shall be identical to existing Premises Licence PRO242 (which authorises licensable activities at Lion and Blandy Meadows, during Wednesday to Sunday of Regatta "week" on the following conditions) but will apply to the Tuesday of the same week.

Annex 1: Mandatory Conditions will apply as currently applicable.

Annex 2: Conditions consistent with the operating schedule (and identical to PRO0242)

a) General

1. The Regatta has operated its enclosures for nearly 100 years and has put in place appropriate measures to achieve all 4 licensing objectives.

b) Prevention of Crime and Disorder

1. The Regatta employs qualified security staff (with appropriate SIA licence) and also engages the services of Thames Valley Police to prevent crime and disorder. The bars and restaurants are operated by an international catering company of repute which employs properly qualified staff who also are trained to prevent crime and disorder.

c) Public Safety

1. The Regatta liaises with Thames Valley Police and all other emergency services and the local authority to ensure public safety. Furthermore gate keepers, security staff and attendants have specific roles in this regard as well.

d) Prevention of Public Nuisance

1. The profiles of those attending our facilities lessen the likelihood of public nuisance and the precautions referred to in b) and c) above reinforce this view. The hours of operation are not conducive to those leaving the site causing public nuisance.

e) Protection of Children from Harm

1. Within 90% of the area seeking a licence, children are not admitted. Where they are, the trained security and bar staff ensures they are kept protected from harm.

Annex 3 – Health and Safety

1. A current certificate of electrical safety in a form prescribed in the Institute of Electrical Engineers Wiring Regulations, signed by a competent person, should be submitted for the electrical installation in connection with your licence prior to the start of each year's events.
2. Arrangements should be made for the first aid treatment of members of the public who are attending the event in connection with your licence.

The above conditions are offered in support of the application made 28 May 2019. They are identical to the conditions which apply to licence PRO242. They are in draft only and may, through consultation and agreement, change following further input (if any) from Responsible Authorities and/or local residents/businesses.



Patrons: Sir Steven Redgrave CBE and Dr Lady Ann Redgrave
Chairman: Miriam Luke

8th February 2019

9 Chiltern Close,
Henley on Thames
Oxfordshire
RG9 1RH

To Daniel Grist on behalf of Henley Royal Regatta,

I am writing to you to show our firm support for the future inclusion of more women's and girls' events in Henley Royal Regatta (HRR). Henley Women's Regatta (HWR) was originally set up over thirty years ago to enable women to compete over the iconic Henley rowing course since no events were currently offered at the Royal Regatta.

Gradually women's events have started to be included and now HRR offers the full spectrum of events for Championship/international standard crews. This enables only very few women to compete at HRR however the majority of national level women at UK Clubs, Universities and Schools do not have this opportunity. The demand for women to race at HRR in a club, university and junior girl's event is huge, not only has women's participation in rowing grown dramatically over the last two decades but the standard of racing had improved and is incredibly competitive. The entries for HWR has doubled over the last 20 years and many women's crews then go onto try and qualify for HRR the following weekend. However only a very small percentage qualify and for the few places that are currently offered.

HWR therefore supports the addition of more women's and girls' events into HRR so that they have the same opportunity to race at the pinnacle event for rowing in the UK as the men and boys at their clubs, university and school. However to expand the number of events to create this opportunity will mean that the regatta will need to extend to a six day regatta.

HRR is a highly experienced event owner that has expertise to stage a world-class regatta and we value how HWR works in partnership with HRR in planning the timing of the build, use of the course and pontoons for boating. HRR has the expertise to deliver this extension of the regatta. HWR has worked hard over the last few years to engage the local community, stakeholders and local residents and we recognise the importance of working with these important groups. We are pleased to see that HRR is going about this proposed extension responsibly by engaging with these local stakeholders and considering their needs along with the increased economic benefit to the town. Crews and visitors bring additional income to local businesses and householders as most stay locally with families and eat in local restaurants. They stay in the town and the families and crew hosters feel part of the regatta and the excitement it brings to Henley.

Henley Women's Regatta (HWR) Ltd is registered in England – Co. Number 9568093
Registd Adrs c/o Gardner Leader LLP, First Floor, 7 Frascati Way Maidenhead, Berkshire, SL6 4UY
Registered for VAT – Reg. No 203 3022 80

We look forward to our continued partnership and supporting you in this proposal to extend the regatta to provide this equality of opportunity for women and girls who row in the UK,

Warm regards,



Miriam Luke

Chairman of HWR

Henley Women's Regatta (HWR) Ltd is registered in England – Co. Number 9568093
Registd Adrs c/o Gardner Leader LLP, First Floor, 7 Frascati Way Maidenhead, Berkshire, SL6 4UY
Registered for VAT – Reg. No 203 3022 80

PROPOSED LICENSED PREMISES

WYCOMBE TO 10 DE HENLEY ROYAL REGATTA

(SHOWN IN PINK)

Links 1000 500 0

80

475000
185000
10 Metres

LONG
0° 55' W

BUCKINGHAMSHIRE
WYCOMBE CO CONST
FAWLEY CP

WYCOMBE RD

76

34'

M 10 East
1/4 Mile

12000 Feet

HENLEY RD
BIX CP

LAT
51° 33'

Lower Acreage 1/4 Mile

84

9000

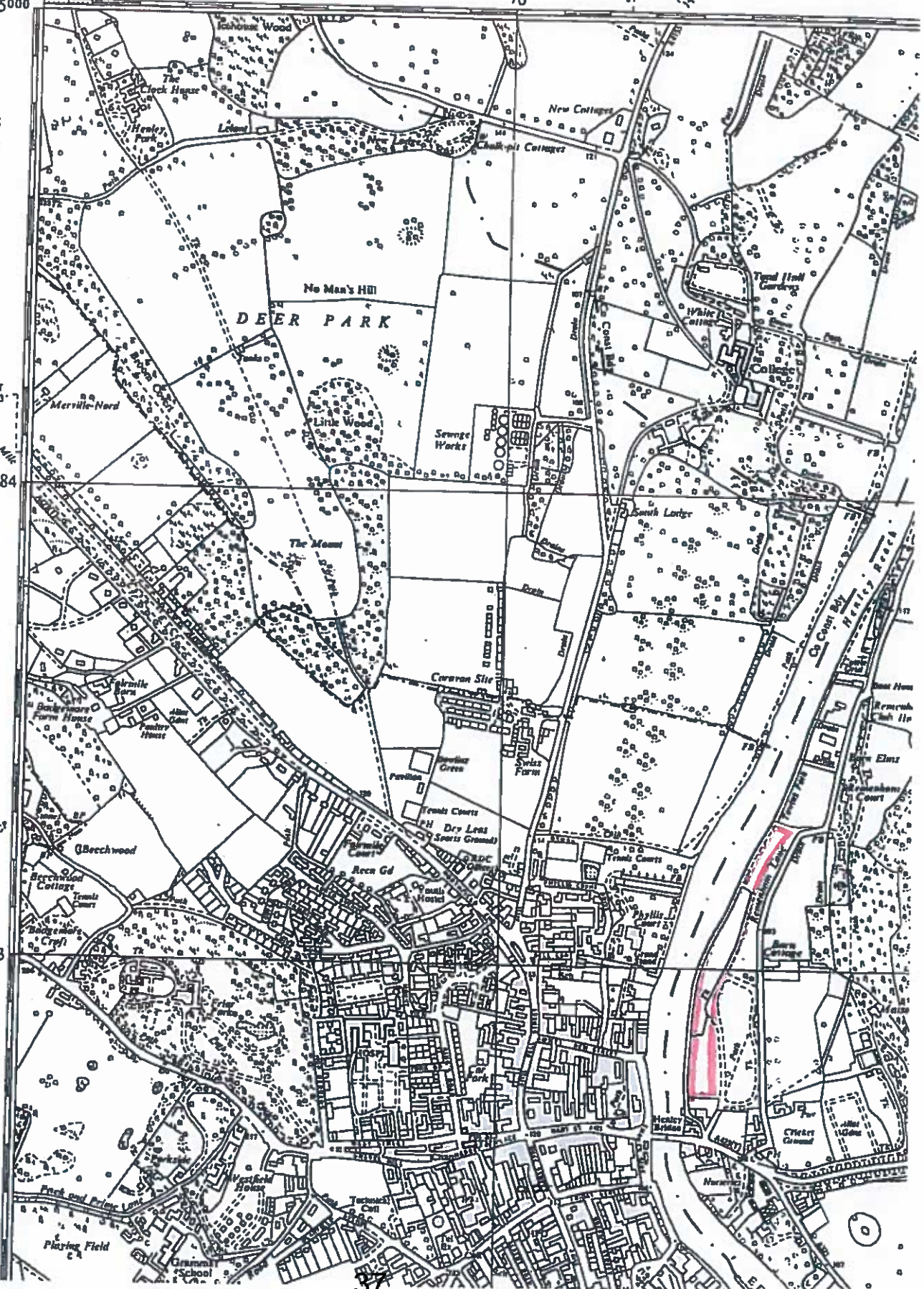
HENLEY RD
ROTHGATEFIELD GREYS CP

83

6000

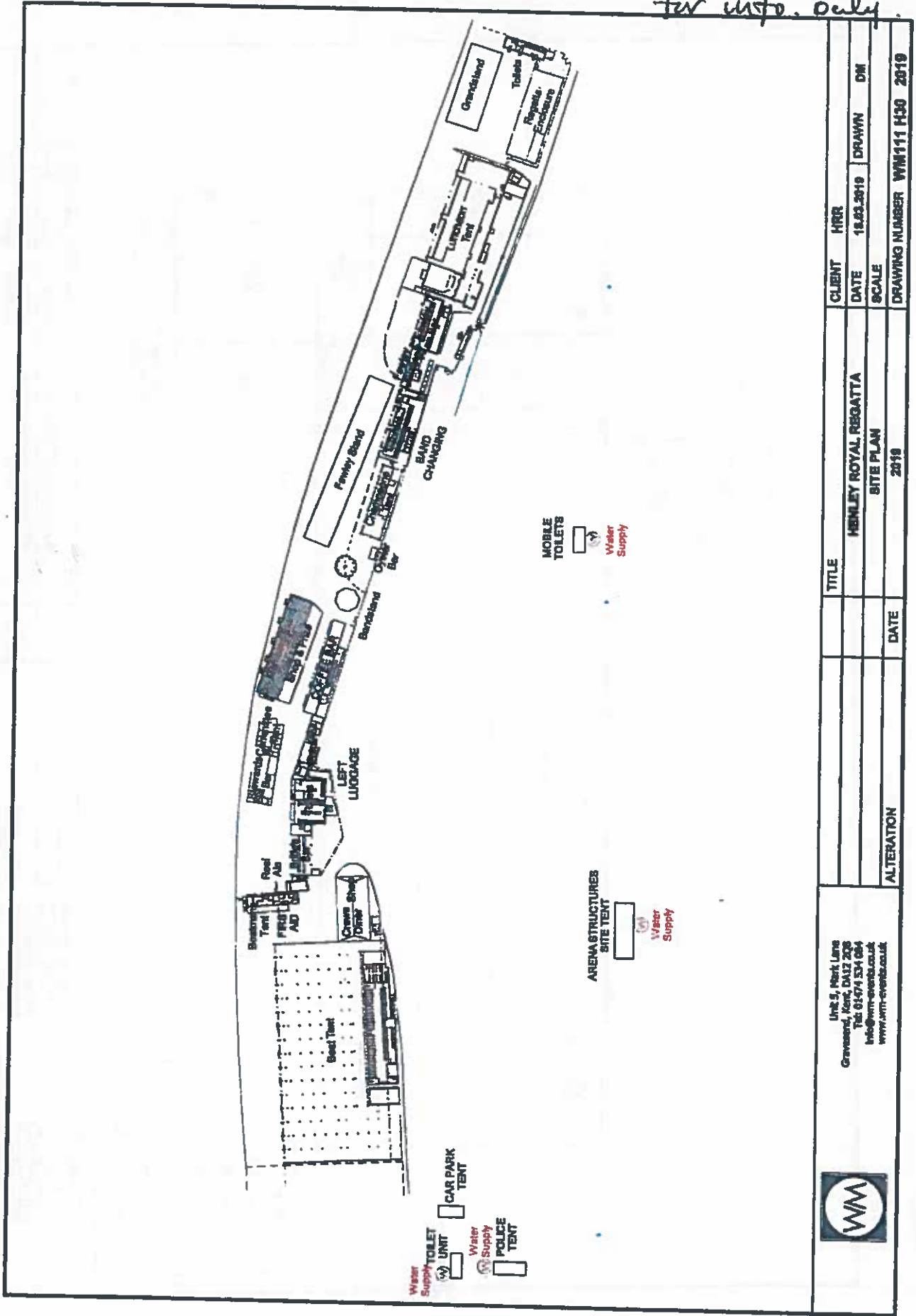
HENLEY RD
ROTHGATEFIELD GREYS CP

OXFORDSHIRE
HENLEY CO CONST

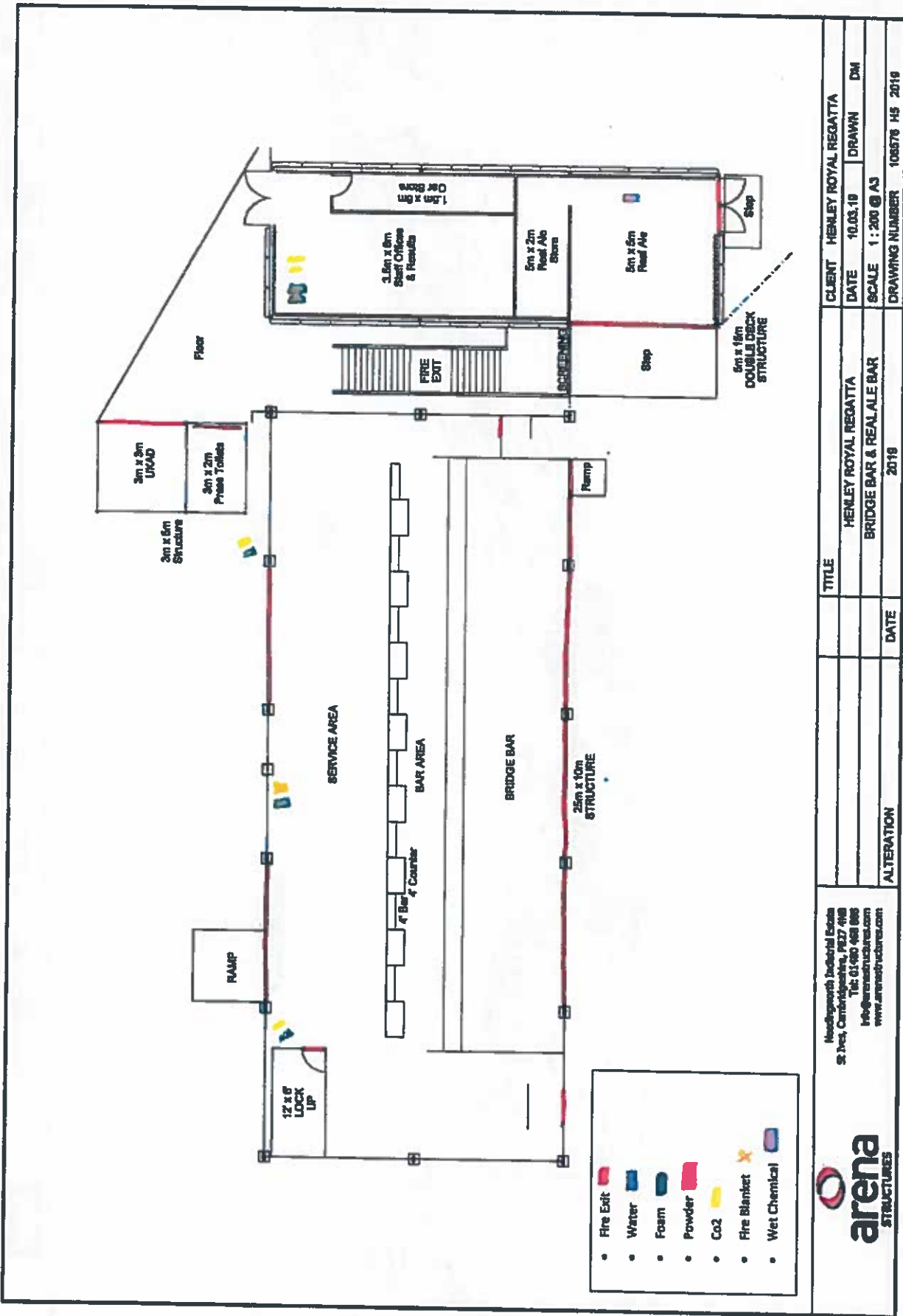


37

Supplementary Plans
for info. only.



 <p>Unit 5, Mark Lane Gravesend, Kent, DA12 2JZ Tel: 01474 534 084 Info: www.wmregatta.co.uk www.wm-ent.co.uk</p>		TITLE HENLEY ROYAL REGATTA SITE PLAN		CLIENT HRR
ALTERATION 2019		DATE 18.03.2019	SCALE DRAWN	DATE DM
DATE		DRAWING NUMBER WM111 H30 2019		



CLIENT	HENLEY ROYAL REGATTA
DATE	10.03.19
SCALE	1:200 @ A3
DRAWING NUMBER	108578 HS 2019

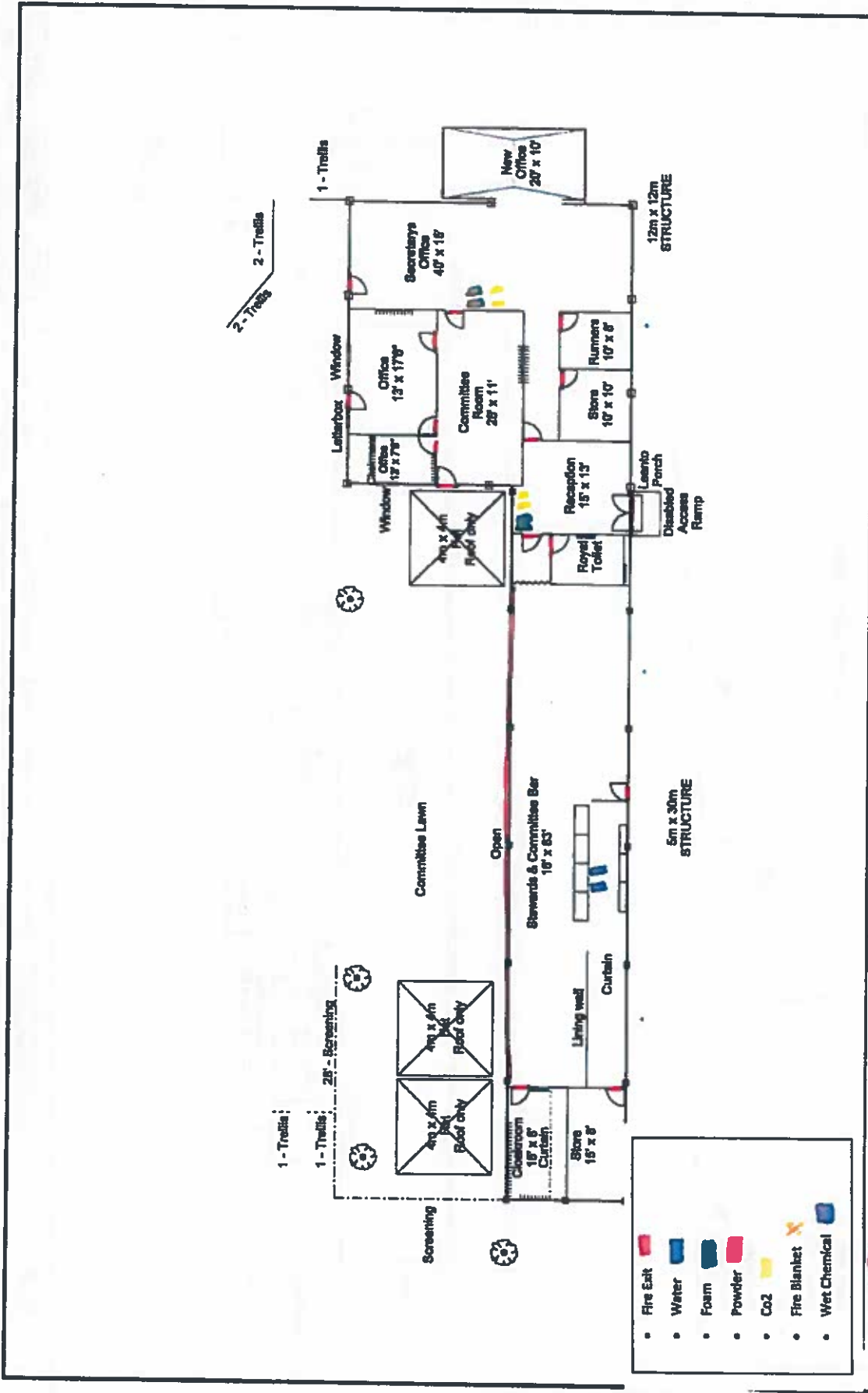
TITLE	HENLEY ROYAL REGATTA BRIDGE BAR & REAL ALE BAR
DATE	2018

ALTERATION	
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Needhamworth Industrial Estate
 52 Ives, Cambridge, PE27 4JH
 Tel: 01480 468 066
 info@arenastuctures.com
 www.arenastuctures.com

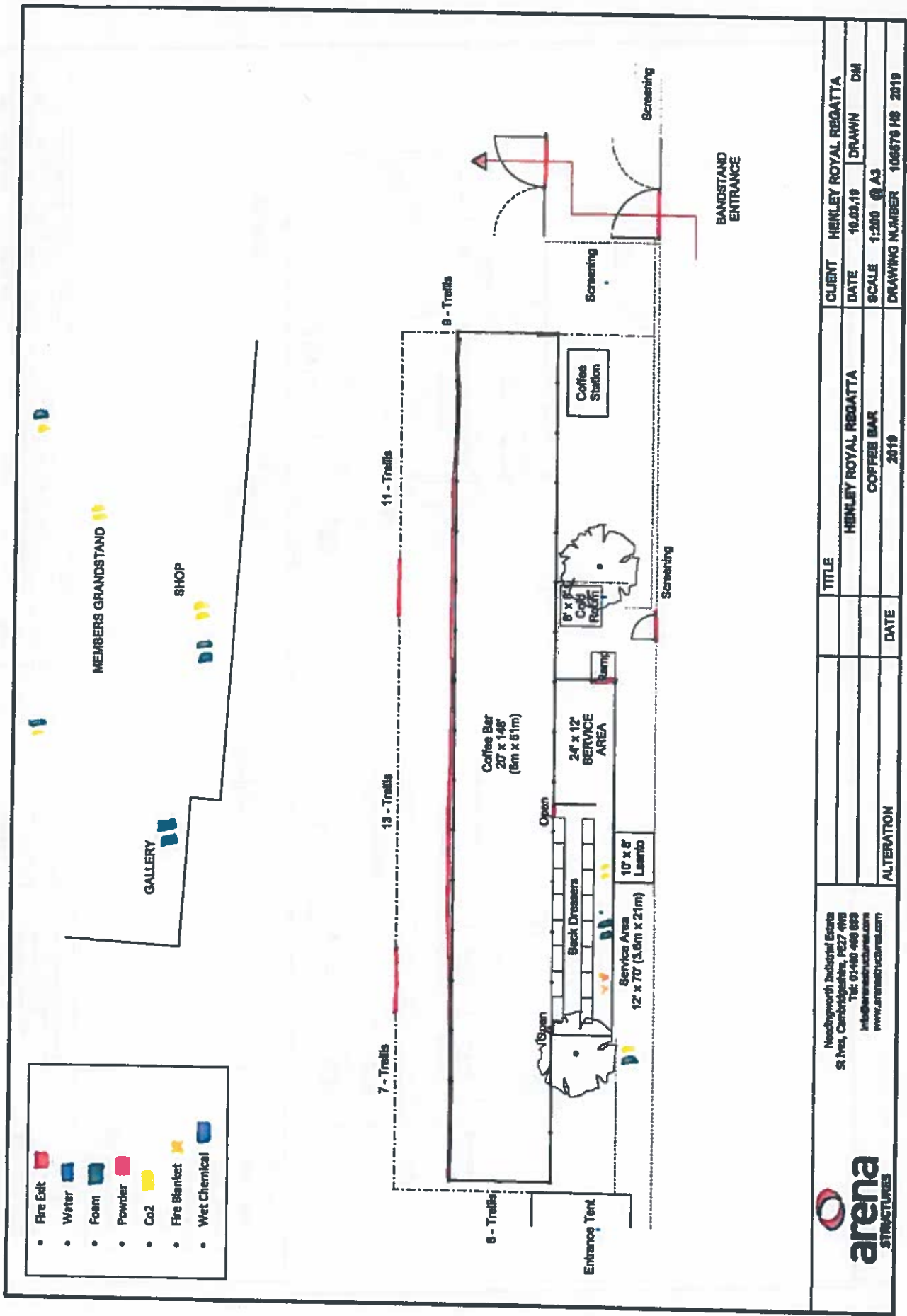


- Fire Exit
- Water
- Foam
- Powder
- Co2
- Fire Blanket
- Wet Chemical



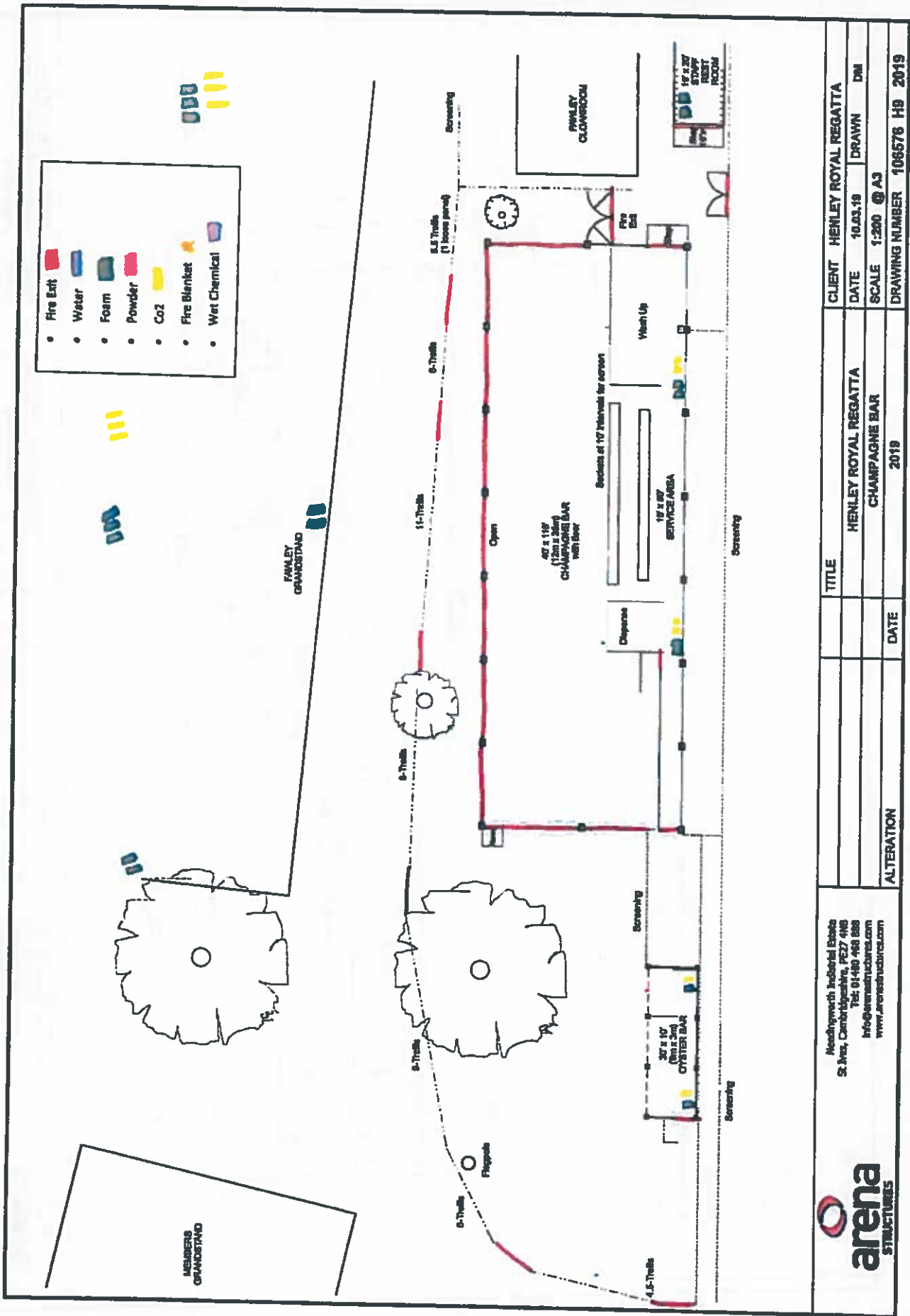
- Fire Exit
- Water
- Foam
- Powder
- Co2
- Fire Blanket
- Wet Chemical

		Headquarter Industrial Estate St Ives, Cambridgeshire, PE27 4NR Tel: 01480 452 828 info@arenastuctures.com www.arenastuctures.com	
ALTERATION		DATE	
COMMITTEE TENT & STEWARDS BAR		2019	
TITLE		HENLEY ROYAL REGATTA	
CLIENT		HENLEY ROYAL REGATTA	
DATE		10.03.19	
SCALE		1:150 @ A3	
DRAWING NUMBER		106676 1407 2019	



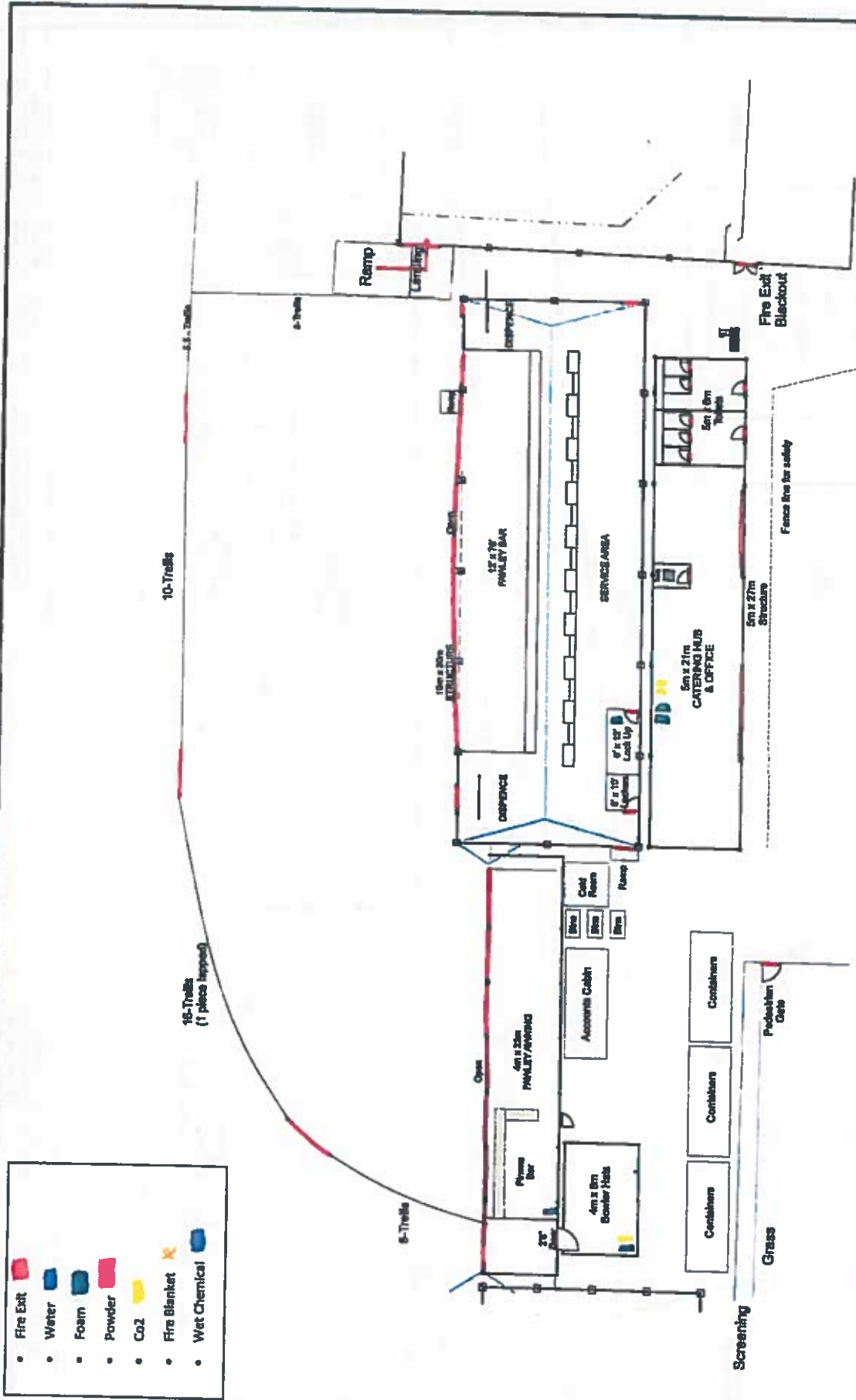
- Fire Exit
- Water
- Foam
- Powder
- Co2
- Fire Blanket
- Wet Chemical

		Needleworth Industrial Estate St Ives, Cambridgeshire, PE27 4NB Tel: 01480 458 858 info@arenastrukture.com www.arenastrukture.com	
		TITLE	HENLEY ROYAL REGATTA COFFEE BAR 2019
ALTERATION	DATE	CLIENT	HENLEY ROYAL REGATTA
		DATE	19.03.19
		SCALE	1:200 @ A3
		DRAWN	DM
		DRAWING NUMBER	106676 HB 2019

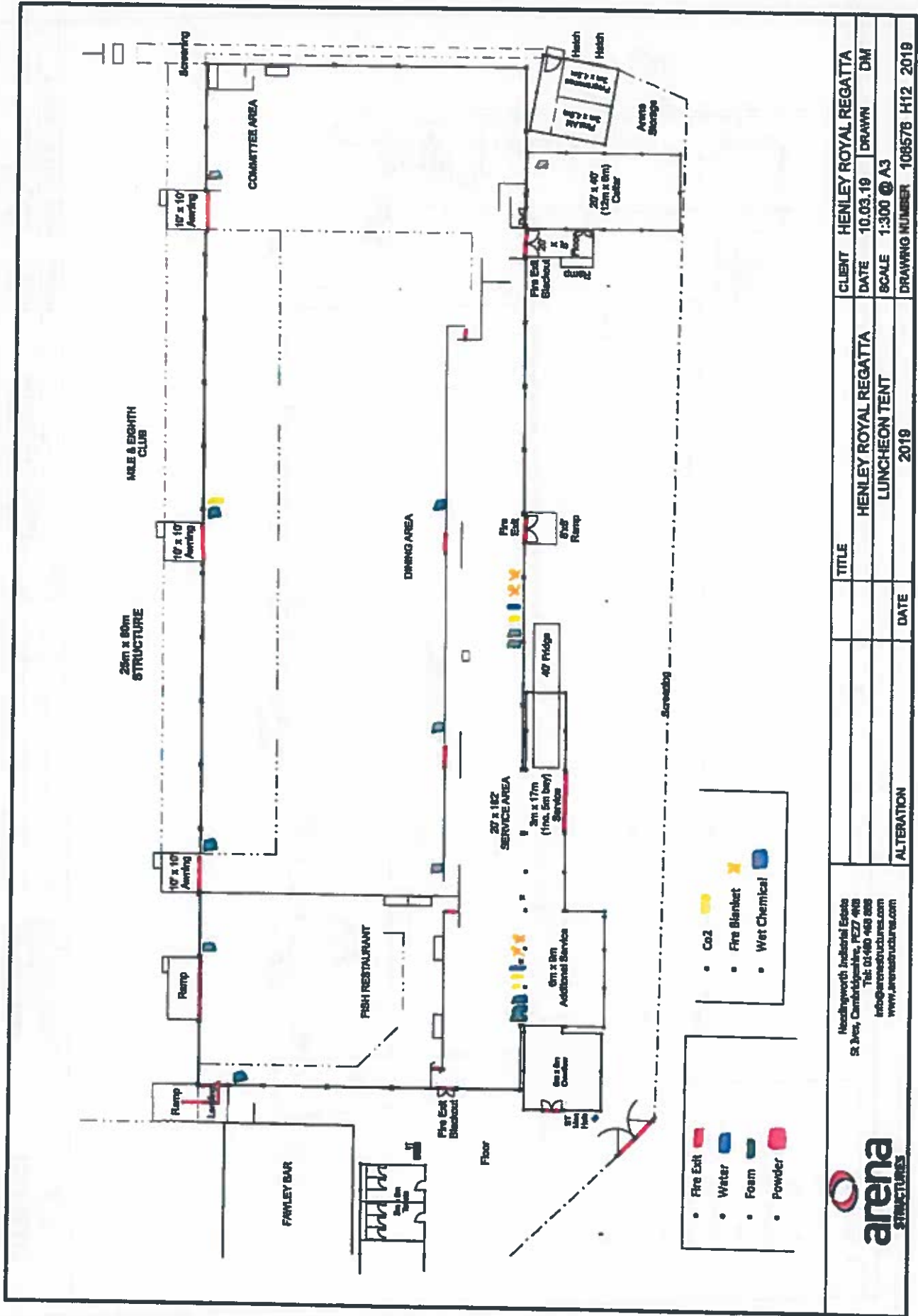


arena STRUCTURES		Needleworth Industrial Estate St Jims, Cambridge, PE27 4HG Tel: 01480 463 888 Info@arenastuctures.com www.arenastuctures.com	
ALTERATION	DATE	TITLE	CLIENT
	2019	HENLEY ROYAL REGATTA CHAMPAGNE BAR	HENLEY ROYAL REGATTA
			DATE
			SCALE
			DRAWN
			DM
			DRAWING NUMBER
			106576 HB 2019

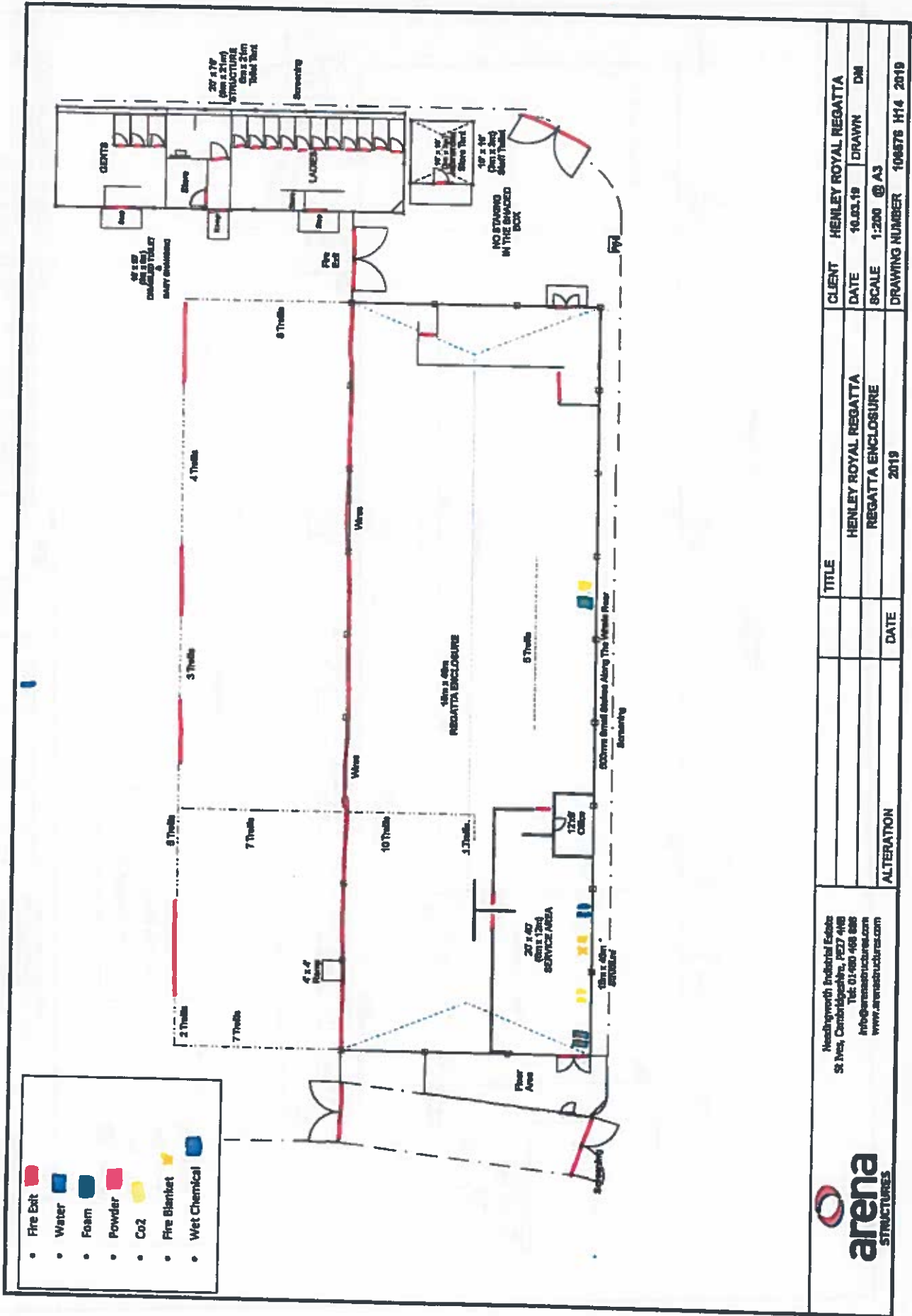
- Fire Exit
- Water
- Foam
- Powder
- Co2
- Fire Blanket
- Wet Chemical



 <p> Hoadleyworth Industrial Estate St Ives, Cambridgeshire, PE27 4YR Tel: 01480 468 888 info@arenastructures.com www.arenastructures.com </p>			CLIENT: HENLEY ROYAL REGATTA DATE: 10.03.18 SCALE: 1:200 @ A3 DRAWING NUMBER: 106878 H11 2019		
TITLE: HENLEY ROYAL REGATTA FAWLEY BAR 2019			CLIENT: HENLEY ROYAL REGATTA DATE: 10.03.18 SCALE: 1:200 @ A3 DRAWING NUMBER: 106878 H11 2019		
ALTERATION			CLIENT: HENLEY ROYAL REGATTA DATE: 10.03.18 SCALE: 1:200 @ A3 DRAWING NUMBER: 106878 H11 2019		



		Healthworth Industrial Estate St 2ves, Cambridge, PC27 4NB Tel: 01480 469 800 info@arenastuctures.com www.arenastuctures.com	
TITLE	HENLEY ROYAL REGATTA	CLIENT	HENLEY ROYAL REGATTA
DATE	10.03.19	DATE	10.03.19
ALTERATION	LUNCHEON TENT	SCALE	1:300 @ A3
DATE	2019	DRAWING NUMBER	108578 H12 2019



Headgrowth Industrial Estate
 52 Ives, Cambridge, PE27 4HG
 Tel: 01 480 468 888
 info@arenastuctures.com
 www.arenastuctures.com



Wokingham Borough Council - Licensing Act 2003
S17 Application for Premises Licence (from 2020) for a One
day (indefinite) Premises Licence for the “Tuesday” of Henley
Royal Regatta “week”

Name of Applicant

HENLEY ROYAL REGATTA

Postal Address of Premises (or description)

LION AND BLANDY MEADOWS RIVERSIDE FIELDS, HENLEY ON THAMES RG9 2LY (i.e. the existing Henley Royal Regatta licensed “Premises – as shown on site plan attached to Premises Licence PR0242)
--

Proposed licensable activities: on the Tuesday of Regatta “week”:

Live music performances from 11:00 to 19:30 & the Sale of Alcohol by retail from 10:00 to 20.00, each year on the Tuesday of the “Regatta week”. [Opening Hours: 08:30 to 20:00].

The proposal is that Henley Royal Regatta will run from Tuesday to Sunday (instead of Wednesday to Sunday) each year to allow for more women’s rowing in the competition. Excluding Tuesday, the “Premises” are already licensed under Premises Licence PR0242. This application seeks an **identical Premises Licence to PR0242** for the “additional” Tuesday each year. If granted, the new Licence would be “appended” to Premises Licence PR0242, so that the Regatta “Premises” would be operated **in the same way, subject to the same measures** to promote the licensing objectives, from Tuesday through to Sunday each year.

Representations (which are open to public inspection) may be made on or before 25 June 2019 (the application having been given on 28 May 2019) in writing, by any Responsible Authority or interested party to the Licensing Authority - Licensing Service, Wokingham Borough Council, POB 155, Shute End Wokingham, RG40 1WW or by email to licensing@wokingham.gov.uk This application has been made to the Licensing Team at Wokingham Borough Council where a register of applications is kept and a record of the application may be inspected: Contact 0118 974 6358. Under S158 of the above Act, a person commits an offence if he knowingly or recklessly makes a false statement in connection with an application. A person guilty of an offence under this section is liable on summary conviction to an unlimited fine.

Licensing Act 2003 Premises Licence

PR0242



**WOKINGHAM
BOROUGH COUNCIL**

**Licensing Service
Wokingham Borough Council
Shute End
Wokingham
Berkshire
RG40 1WW**

Part 1 - Premises Details

POSTAL ADDRESS OF PREMISES, OR IF NONE, ORDNANCE SURVEY MAP REFERENCE OR DESCRIPTION

Lion and Blandy Meadows
Riverside Fields, Henley On Thames, Oxfordshire, RG9 2LY

WHERE THE LICENCE IS TIME LIMITED THE DATES

Start: 8 February 2006

End: Indefinite

LICENSABLE ACTIVITIES AUTHORISED BY THE LICENCE

Live Music
Supply of Alcohol

THE OPENING HOURS OF THE PREMISES

Wed 08:30-20:00
Thu 08:30-20:00
Fri 09:00-20:00
Sat 09:30-22:30
Sun 11:00-20:00

Seasonal Variations: These hours only apply for the five days of Henley Royal Regatta annually.

THE TIMES THE LICENCE AUTHORIZES THE CARRYING OUT OF LICENSABLE ACTIVITIES

Live Music

Wed 11:00-19:30
Thu 11:00-19:30
Fri 11:00-19:30
Sat 11:00-19:30
Sun 12:00-19:00
a performance of live music
Outdoors

Seasonal Variations:

A military band plays incidental music, which is not amplified. It plays in sessions during the stated times only. i.e. not continuously.

Supply of Alcohol

Wed 10:00-20:00
Thu 10:00-20:00
Fri 10:00-20:00
Sat 10:00-22:00
Sun 11:00-19:30
the sale by retail of alcohol

WHERE THE LICENCE AUTHORIZES SUPPLIES OF ALCOHOL WHETHER THESE ARE ON AND/OR OFF PREMISES

On Premises

Licensing Act 2003
Premises Licence

PR0242

Part 2

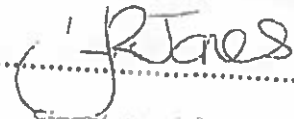
NAME, REGISTERED ADDRESS, TELEPHONE NUMBER AND EMAIL (WHERE APPLICABLE) OF LICENCE HOLDER - PREMISES LICENCE
Henley Royal Regatta, Regatta Headquarters, Henley On Thames, Oxfordshire, RG9 2LY
Telephone: 01491 572153
dgrist@regattahq.co.uk

REGISTERED NUMBER OF HOLDER (FOR EXAMPLE COMPANY NUMBER, CHARITY NUMBER WHERE APPLICABLE)
10755921

NAME, ADDRESS AND TELEPHONE NUMBER OF DESIGNATED PREMISES SUPERVISOR WHERE THE PREMISES LICENCE AUTHORIZES THE SUPPLY OF ALCOHOL
Mr Philip Roberts, 43 Downton Road, Rumney, Cardiff, CF3 3BJ

PERSONAL LICENCE NUMBER AND ISSUING AUTHORITY OF PERSONAL LICENCE HELD BY DESIGNATED PREMISES SUPERVISOR WHERE THE PREMISES LICENCE AUTHORIZES FOR THE SUPPLY OF ALCOHOL
Licence Number: CCC1/00668
Issued By: Cardiff City Council

Date of Issue: 22 March 2018


.....
Signature of Authorised Officer

Transfer of Premises Licence Holder - 03/11/2017
Variation of DPS - 22/03/2018

ANNEXES

Annex 1 – Mandatory Conditions under the Licensing Act 2003

Mandatory Condition – Supply of Alcohol

- 1) that no supply of alcohol may be made under the premises licence
 - a. at any time when there is no designated premises supervisor in respect of the premises licence, or
 - b. at a time when the designated premises supervisor does not hold a personal licence or his personal licence is suspended; and
- 2) that every supply of alcohol under the premises licence must be made or authorised by a person who holds a personal licence

Mandatory Condition – Door Supervisors

- 1) Where a premises licence includes a condition that at specified times one or more individuals must be at the premises to carry out a security activity, the licence must include a condition that each such individual must be licensed by the Security Industry Authority.
- 2) But nothing in subsection (1) requires such a condition to be imposed-
 - a) in respect of premises within paragraph 8(3)(a) of Schedule 2 to the Private Security Industry Act 2001 (c.12) (premises with premises licences authorising plays or films), or
 - b) in respect of premises in relation to -
 - i. any occasion mentioned in paragraph 8(3)(b) or (c) of that Schedule (premises being used exclusively by club with club premises certificate, under a temporary event notice authorising plays or films or under a gaming licence), or
 - ii. any occasion within paragraph 8(3)(d) of that Schedule (occasions prescribed by regulations under the Act).
- 3) For the purposes of this section-
 - a) security activity means an activity to which paragraph 2(1)(e) of the Schedule applies, and
 - b) paragraph 8(5) of that Schedule (interpretation of references to an occasion) applies as it applies in relation to paragraph 8 of the Schedule.

Mandatory condition: Exhibition of Films

- 1) Where a premises licence authorises the exhibition of films, the licence must include a condition requiring the admission of children to the exhibition of any film to be restricted in accordance with this section.
- 2) Where the film classification body is specified in the licence, unless subsection (3)(b) applies, admission of children must be restricted in accordance with any recommendation made by that body.
- 3) Where—
 - a) the film classification body is not specified in the licence, or
 - b) the relevant licensing authority has notified the holder of the licence that this subsection applies to the film in question,admission of children must be restricted in accordance with any recommendation made by that licensing authority.
- 4) In this section—
"children" means persons aged under 18; and
"film classification body" means the person or persons designated as the authority under section 4 of the Video Recordings Act 1984 (c. 39) (authority to determine suitability of video works for classification).

The Licensing Act 2003 (Mandatory Licensing Conditions) (Amendment) Order 2014 (In force 1 October 2014)

- 1) (1) The responsible person must ensure that staff on relevant premises do not carry out, arrange or participate in any irresponsible promotions in relation to the premises.
- (2) In this paragraph, an irresponsible promotion means any one or more of the following activities, or substantially similar activities, carried on for the purpose of encouraging the sale or supply of alcohol for consumption on the premises –
 - a) games or other activities which require or encourage, or are designed to require or encourage, individuals to –
 - i. drink a quantity of alcohol within a time limit (other than to drink alcohol sold or supplied on the premises before the cessation of the period in which the responsible person is authorised to sell or supply alcohol), or
 - ii. drink as much alcohol as possible (whether within a time limit or otherwise);
 - b) provision of unlimited or unspecified quantities of alcohol free or for a fixed or discounted fee to the public or to a group defined by a particular characteristic in a manner which carries a significant risk of undermining a licensing objective;
 - c) provision of free or discounted alcohol or any other thing as a prize to encourage or reward the purchase and consumption of alcohol over a period of 24 hours or less in a manner which carries a significant risk of undermining a licensing objective;
 - d) selling or supplying alcohol in association with promotional posters or flyers on, or in the vicinity of, the

- premises which can reasonably be considered to condone, encourage or glamorise anti-social behaviour or to refer to the effects of drunkenness in any favourable manner;
- e) dispensing alcohol directly by one person into the mouth of another (other than where that other person is unable to drink without assistance by reason of disability).
- 2) The responsible person must ensure that free potable water is provided on request to customers where it is reasonably available.
- 3) (1) The premises licence holder or club premises certificate holder must ensure that an age verification policy is adopted in respect of the premises in relation to the sale or supply of alcohol.
 (2) The designated premises supervisor in relation to the premises licence must ensure that the supply of alcohol at the premises is carried on in accordance with the age verification policy.
 (3) The policy must require individuals who appear to the responsible person to be under 18 years of age (or such older age as may be specified in the policy) to produce on request, before being served alcohol, identification bearing their photograph, date of birth and either -
 a) a holographic mark, or
 b) an ultraviolet feature.
- 4) The responsible person must ensure that -
 a) where any of the following alcoholic drinks is sold or supplied for consumption on the premises (other than alcoholic drinks sold or supplied having been made up in advance ready for sale or supply in a securely closed container) it is available to customers in the following measures -
 i. beer or cider: ½ pint;
 ii. gin, rum, vodka or whisky: 25 ml or 35 ml; and
 iii. still wine in a glass: 125 ml;
 b) these measures are displayed in a menu, price list or other printed material which is available to customers on the premises; and
 c) where a customer does not in relation to a sale of alcohol specify the quantity of alcohol to be sold, the customer is made aware that these measures are available."
- 5) (1) A relevant person shall ensure that no alcohol is sold or supplied for consumption on or off the premises for a price which is less than the permitted price.
 (2) For the purposes of the condition set out in paragraph 1 -
 a) "duty" is to be construed in accordance with the Alcoholic Liquor Duties Act 1978
 b) "permitted price" is the price found by applying the formula -

$$P = D + (D \times V)$$

Where—

- (i) P is the permitted price,
 (ii) D is the rate of duty chargeable in relation to the alcohol as if the duty were charged on the date of the sale or supply of the alcohol, and
 (iii) V is the rate of value added tax chargeable in relation to the alcohol as if the value added tax were charged on the date of the sale or supply of the alcohol;
- c) "relevant person" means, in relation to premises in respect of which there is in force a premises licence—
 (i) the holder of the premises licence,
 (ii) the designated premises supervisor (if any) in respect of such a licence, or
 (iii) the personal licence holder who makes or authorises a supply of alcohol under such a licence;
- d) "relevant person" means, in relation to premises in respect of which there is in force a club premises certificate, any member or officer of the club present on the premises in a capacity which enables the member or officer to prevent the supply in question; and
- e) "value added tax" means value added tax charged in accordance with the Value Added Tax Act 1994
- (3) Where the permitted price given by Paragraph (b) of paragraph 2 would (apart from this paragraph) not be a whole number of pennies, the price given by that sub-paragraph shall be taken to be the price actually given by that sub-paragraph rounded up to the nearest penny.
- (4)
 1) Sub-paragraph (2) applies where the permitted price given by Paragraph (b) of paragraph 2 on a day ("the first day") would be different from the permitted price on the next day ("the second day") as a result of a change to the rate of duty or value added tax.
 2) The permitted price which would apply on the first day applies to sales or supplies of alcohol which take place before the expiry of the period of 14 days beginning on the second day.

Annex 2 – Conditions consistent with the operating schedule

a) General

1. The Regatta has operated its enclosures for nearly 100 years and has put in place appropriate measures to achieve all 4 licensing objectives.

b) Prevention of Crime and Disorder

1. The Regatta employs qualified security staff (with appropriate SIA licence) and also engages the services of Thames Valley

Police to prevent crime and disorder. The bars and restaurants are operated by an international catering company of repute which employs properly qualified staff who also are trained to prevent crime and disorder.

c) Public Safety

1. The Regatta liaises with Thames Valley Police and all other emergency services and the local authority to ensure public safety. Furthermore gate keepers, security staff and attendants have specific roles in this regard as well.

d) Prevention of Public Nuisance

1. The profiles of those attending our facilities lessen the likelihood of public nuisance and the precautions referred to in b) and c) above reinforce this view. The hours of operation are not conducive to those leaving the site causing public nuisance.

e) Protection of Children from Harm

1. Within 90% of the area seeking a licence, children are not admitted. Where they are, the trained security and bar staff ensures they are kept protected from harm.

Annex 3 – Responsible Authority Conditions

Health and Safety

1. A current certificate of electrical safety in a form prescribed in the Institute of Electrical Engineers Wiring Regulations, signed by a competent person, should be submitted for the electrical installation in connection with your licence prior to the start of each year's events.

2. Arrangements should be made for the first aid treatment of members of the public who are attending the event in connection with your licence.

Annex 4 - Conditions attached after a Hearing by the licensing authority

Not applicable

Annex 5 – Plans

Plans of premises attached

Date: 12 June 2019
Application: 191530



**WOKINGHAM
BOROUGH COUNCIL**

West Berkshire and Wokingham
Environmental Health and Licensing
Wokingham Borough Council
Shute End
Wokingham
RG40 1BN

Development Management

P.O. Box 157

Shute End, Wokingham

Berkshire, RG40 1BN

Tel: (0118) 974 6000

Minicom No: (0118) 974 6991

Dear Licensing,

LICENSING CONSULTATION RESPONSE

Application Number: 191530

Site Address: Henley Royal Regatta Site, Near Henley Bridge, Henley-On-Thames, Oxfordshire, RG9 2LY

Proposal: OTIFICATION OF APPLICATION FOR NEW PREMISES LICENCE - Tuesday Licence

I refer to your consultation request registered on 10 June 2019. The applicant is advised to check if they require planning permission or if they need to vary a condition on a previous planning permission. It is suggested that the applicant submits a certificate of lawfulness application in order to determine if planning permission is required.

Yours sincerely,
Development Management

1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100.

Karen Court

From: Dean Andy (Licensing) <Andy.Dean@thamesvalley.pnn.police.uk>
Sent: 24 June 2019 09:22
To: Licensing
Cc: Licensing
Subject: TVP Application Response - Premises Licence for Lion & Blandy Meadows (Tuesdays), Riverside Fields, Remenham Lane: NO OBJECTION

Categories: Representations

On 28/05/2019, we received a Premises Licence application relating to Lion & Blandy Meadows (Tuesdays), Riverside Fields, Remenham Lane

=====
New single day licence application to run alongside the present licence (PR0242) as part of the Henley Royal Regatta Women's Day
=====

Based on the supplied information, the Thames Valley Police response is: *** NO OBJECTION ***

Andy

Andy Dean C2915 - Licensing Officer (Wycombe, Wokingham & Bracknell);
Address – Police Station, Queen Victoria Road, High Wycombe, Bucks HP11 1BE;
Telephone - (Ext) 01865 309275, (int) 312 6077
Headquarters – 01865 542 059
(Hours – Mon – Thurs 0730 – 1530, Fri 0730 – 1500)
NOT RESTRICTED

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Central Hub Fire Safety (Protection)
Wokingham Fire Station, 11-13 Easthampstead Road,
Wokingham, Berkshire, RG40 2EH
Direct Line 07795 613019 | Switchboard 0118 945 2888 |
Email: centralhubfiresafety@rbfrs.co.uk | www.rbfrs.co.uk
Follow us on Twitter @rbfrsofficial



Ms S Dowling
Blandy & Blandy LLP
One Friar Street
Reading
Berkshire
RG1 1DA

Your Ref:
Our Ref: WH/83461
Ask for: William Harfield
Date: 24 June 2019

LICENSING ACT 2003
REGULATORY REFORM (FIRE SAFETY) ORDER 2005
Premises: Lion & Blandy Meadows, Riverside Fields, Henley-on-Thames, RG9 2LY

Dear Sirs

The Fire Authority has considered your application dated 22 May 2019 and does not propose to make a representation. This should not be interpreted as meaning that the fire precautions in the premises are satisfactory. The primary piece of legislation for achieving satisfactory standards of fire safety in licensed premises is the Regulatory Reform (Fire Safety) Order 2005. This legislation requires the Responsible Person to undertake a suitable and sufficient fire risk assessment to identify the general fire precautions which need to be taken to protect relevant persons.

The Department for Communities and Local Government (CLG) has developed a set of guides which explain what you must do in order to comply with fire safety law, help you carry out a fire risk assessment and identify the general fire precautions which you should have in place. The guides are available via the following link:-
<http://www.communities.gov.uk/fire/firesafety/firesafetylaw>

Failure to comply with the Order, irrespective of any requirements which may be imposed by the Licensing Authority in connection with your application, may result in enforcement action being taken by this Authority under the Regulatory Reform (Fire Safety) Order 2005. Your premises will be included in our risk based inspection programme and audited for compliance in due course.

This letter is without prejudice to the powers of the Licensing Authority and to any requirements or recommendations which may be made by enforcing Authorities under other legislation.

Cont'd

Any queries regarding this letter should be addressed to the person named above. If you are dissatisfied in any way with the response given, please ask to speak to the Office Manager quoting our reference.

Yours faithfully



William Harfield
Authorised Fire Safety Inspecting Officer
On behalf of Royal Berkshire Fire and Rescue Service

Karen Court

From: John Merkel <chairman4rempc@gmail.com>
Sent: 17 June 2019 17:41
To: Licensing
Subject: Henley Royal Regatta Tuesday license application
Attachments: Comment on Henley Royal Regatta licence application.docx

I have attached my updated comments as a Remenham resident and Chairman of the Remenham Parish Council following two meetings with representatives of the HRR. On 10 June, representatives of the HRR attended our Parish Council meeting to listen to residents' concerns about the Tuesday extension application after it had been submitted to Wokingham Council.

Regards, John Merkel
Green Cottage, Wargrave Road
Remenham, Henley on Thames, RG9 3HX

Click [here](#) to report this email as spam.

Henley Royal Regatta Notification of application for new premises licence

<https://www.wokingham.gov.uk/business-and-licensing/licensing-and-trade/licensing-applications/?assetdet91f252ff-550d-4cfa-a838-92ef2cb5f83c=483845>



Summary: Henley Royal Regatta (HRR) Notification of application for new premises licence

I am writing because I feel this new licence application to add a Tuesday to the HRR schedule represents a **Public Nuisance** to residents in Remenham. Restricted access and travel delay due to increased traffic volumes will significantly add yet another day to the obstructions suffered by residents on Remenham Lane. Problems with slowed traffic flow across the bridge into Henley-on-Thames also become much worse during the Regatta with long queues forming on Wargrave Road and A4130. The HRR means “gridlock” for residents. Few Remenham residents attend every day of the HRR, but we are all increasingly impacted by the traffic and ever-increasing number of races. The HRR has reached a threshold over which it now risks becoming a nuisance and damaging local support for a most historic event.

A new assessment of **Cumulative Impact** seems necessary. Although each licence is assessed independently, a successful HRR application for another day will produce many additional licence applications for the other ancillary activities including nightclubs, bars, restaurants and sales. The whole HRR event, already takes much more preparation time than the days of actual Regatta. The other licensees will follow the extension application from the HRR, so cumulative impact assessment should be required in this licensing case.

Furthermore, this year, I note that the river piling for the rowing extends further into the centre of the river, reaching a maximum at the finish line. Adjusting the alignment of the rowing in the Thames, provides more mooring space for the HRR, but decreases Environment Agency Thames-licensed use of the river by boat owners. Public access between the piling and the riverbank near Phyllis Court has become potentially more dangerous to small boats. Therefore, **Public Safety** needs to be reassessed, especially for competition on the first day.

Environmental damage is not one of the four licensing objectives. Nevertheless, it should be reconsidered and assessed within licensing and I will try to support the necessity of recognising risks to the Thames by overuse. For example, two articles in *Henley Standard* on Thursday, Friday June 7, 2019, highlights several outstanding and conflicting problems with the proposed licenced extension by Henley Royal Regatta for more racing on the Thames. It is now proposed that the Regatta wants to intensify use with a sixth day, starting one day earlier, to the schedule. In my opinion, such a proposal should be opposed because the event and construction changes to the riverbank now are clearly damaging the environment. The two articles by David White on page 15 in the *Henley Standard* (“Regatta wants to add sixth day” and “Councillors welcome regatta’s plans to strengthen riverbank”) are linked issues, but also quite contradictory!

A rate of erosion of Fawley Meadows riverbank in Oxfordshire is reported by David White in the *Henley Standard* (June 7, 2019), “... 1m of land is disappearing into the River Thames every year.” Three methods of reinforcing the Oxfordshire riverbank are suggested to remedy the problems. All

three are environmentally interventive as well as costly but presented in the application as “... *environmentally friendly work ...compared with the opposite bank, which is sheet-piled*”. The published rate of erosion is critical and most distressing!

Along with intensive use of the Thames during Regatta, the sheet-piling along the riverbank in Remenham, in part, relates to the erosion problem. It is important to determine if the sheet-piling in Remenham contributes to the erosion in Oxfordshire. The river environment is very fragile. The sheet-piling also disturbs rowing by enhancing waves from the rowing rebounding against the hard reinforcing. More booms and piling have been added to the Regatta course and the course seems to have moved progressively toward Oxfordshire over recent years. This impacts the narrowing of right-of-way for pleasure craft in the Thames and further contributes to erosion in Oxfordshire. In my opinion, before further environmentally misguided interventions are permitted in Oxfordshire, a full environmental study of erosion in this beautiful section of the Thames is undertaken; assessing the Regatta, Thames wildlife, erosion and event licensing. The assessment should include the Oxfordshire and Berkshire sides of the Regatta Course. The cumulative impact of the many events, including the Henley Festival and Rewind, are damaging the Thames and now reported in the *Henley Standard*. A deteriorating situation along the Regatta environment cannot be fairly presented as a “marked improvement” or in the application as “Henley Royal Regatta is keen to adopt a softer, more natural scheme to blend into the landscape ...” as claimed in the application and quoted by David White in the *Henley Standard*.

With the existing sheet-piling in Remenham contributing to the increasing problem of erosion, the proposed scheme for strengthening the riverbank in Fawley Meadows in Oxfordshire would make this section of the Thames look like the man-made rowing facility at Dorney where the Olympics took place. The Thames by Henley could not cope with a larger event, such as the Olympics. The natural environment along the riverbanks is at risk of being changed forever due to overuse and the existing riverbank ‘improvements’ like the sheet-piling. The existing quality of the natural environment is being critically degraded as we watch and enjoy the Henley Royal Regatta. We all need to step back and reassess the damage we are causing to our neighbourhoods! The environmental damage and other effects in Remenham are not considered sufficiently when the Henley Royal Regatta wants to expand! This application to intensify HRR use with a sixth day, starting one day earlier, should also be opposed on environmental concerns and deterioration/erosion of the riverbank.

John Merkel, Chairman, Remenham Parish Council

17 June 2019

Karen Court

From: John Halsall <cherwell@btinternet.com> on behalf of clerk4rempc@gmail.com
Sent: 23 June 2019 19:58
To: Licensing
Cc: 'Sarah Clover'; Karen Court
Subject: Remenham Parish Council Henley Royal Regatta Representation
Attachments: 2019 06 23 Remenham Parish Council Henley Royal Regatta Representation.pdf
Categories: Representations

Good evening,
Please find attached,
Please confirm receipt,
Thanks,
Paul Sermon

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APPLICATION FOR PREMISES LICENCE UNDER LICENSING ACT 2003

HENLEY ROYAL REGATTA WOMENS EVENT

LION AND BLANDY MEADOWS

RIVERSIDE FIELDS

REPRESENTATION ON BEHALF OF REMENHAM PARISH COUNCIL

1. The Parish Council, and the residents of Remenham have previously made representations about the impacts of the Henley Royal Regatta (HRR) in various guises, in relation to premises licence applications and to the Council's Statement of Licensing Policy. This representation on behalf of Remenham Parish Council provides a comprehensive assessment of the inadequacies of the current licensing control over HRR. This is applicable to the extant licence PR0242, and the application currently before the Licensing Authority. The necessary enhancement of the licensing control over HRR should be applied to this application, and thereafter extended voluntarily by HRR to the extant licence by way of major variation; failing which there should be a review of the licence to reconcile it with this application.

Four Licensing Objectives

2. This representation addresses the four licensing objectives. The necessity or desirability of the Women's Regatta event itself is not a licensing consideration, either for or against it. Statements in the application to the effect that it would be wrong or discriminatory to refuse the application on gender equality grounds are not valid in licensing terms. The Council's Statement of Licensing Policy (2018) makes it plain that licensing decision making is founded upon the promotion of the four licensing objectives. The four objectives operate upon the basis of the "promotion of the prevention" of harm and impact, and are not solely directed at curing problems once they have happened. The Statement of Licensing Policy endorses this at paragraph 2.6 in saying:

"In the interests of safety and wellbeing of all users of the facilities it licenses, the Licensing Authority expects licensees to adopt best practices for their industry".

The extant licence for HRR is significantly out of date in this regard and so, therefore, is the new application; and both require updating to meet modern standards.

3. Furthermore, the new application has not taken account of the adoption of a new Statement of Licensing Policy since the grant of the extant licence, and the application is required to address the new policies directly in its operating schedule, but has not done so. There is, in particular, a new cumulative impact policy at paragraph 10 which the application has ignored.

4. This representation against the application is not purely procedural, but practical, in that the residents of Remenham have experienced increasing levels of harm and impact over the years as the scope of the events focussed upon this Parish increases. The pressure placed upon this small rural residential locality by the cumulative effect of the various events that have been authorised over the years is now unsustainable, and must be addressed, individually and together. The continued “creep” of events, without a holistic overview and coordinated control is not acceptable.

5. The exact number of attendees at HRR is unknown but it is estimated that as many as 250,000 attend on the Friday and Saturday. This is a highly significant number of people, for which the extant and proposed licences are wholly inadequate. The applicant points to the absence of past trouble as justification to perpetuate inadequate licence controls. This approach is rejected by the Parish Council, both on the basis that the residents do not agree that there has been no impact arising from the events and also because, even if true, it would be in spite of the lack of licence controls, and not because of the presence of them. This defeats the object of licensing regulation.

6. Traffic impact is a major harm suffered by local residents. The majority of the visitors to HRR arrive by road. It is accepted that traffic management is largely well managed by WBC and HRR stewards during the events themselves, but not at all during the set up and break down periods. This must now be addressed comprehensively. The licensee can usefully provide information to proposed visitors as to how to travel to and from the event effectively, and where to park, where to pick up public transport and so on, and this can dovetail with protocols for traffic management and other issues. The Council and the responsible authorities need to provide the leadership and the coordination, particularly with an overview of traffic management, and any knock on effects for public transport, including taxi provision and protocols with local companies, to avoid disturbance. The licensee needs to provide the

information to the responsible authorities in their applications, relating to their particular event, and then disseminate information to their visitors. They too can enter into protocols with taxi providers. Parking provision may be on the event site itself, and will then be the responsibility of the licensee. These people movements will include the movement of staff and organisers beyond the days and the hours of the event itself, which should also be taken into account.

7. Noise and nuisance are ongoing issues arising from the events. There have also been episodes of public disorder during the HRR events, as is almost inevitably the case where there is alcohol available, and annually, there is some crime. It is acknowledged that the Police have been vigilant at events and have been the mainstay of crime prevention and creating a safe environment. This, however, should be the job of the licensee, controlled by the licence and appropriate conditions which are currently significantly lacking. Police are funded by public resources. The licensee could do far more.

Secretary of State's S182 Guidance

8. Secretary of State's S182 Guidance (updated April 2018):

“Steps to promote the licensing objectives

8.41 In completing an operating schedule, applicants are expected to have regard to the statement of licensing policy for their area. They must also be aware of the expectations of the licensing authority and the responsible authorities as to the steps that are appropriate for the promotion of the licensing objectives, and to demonstrate knowledge of their local area when describing the steps they propose to take to promote the licensing objectives. Licensing authorities and responsible authorities are expected to publish information about what is meant by the promotion of the licensing objectives and to ensure that applicants can readily access advice about these matters. However, applicants are also expected to undertake their own enquiries about the area in which the premises are situated to inform the content of the application.

8.42 Applicants are, in particular, expected to obtain sufficient information to enable them to demonstrate, when setting out the steps they propose to take to promote the licensing objectives, that they understand:

- hotspots, proximity to residential premises and proximity to areas where children may congregate;

- any risk posed to the local area by the applicants' proposed licensable activities; and
- any local initiatives (for example, local crime reduction initiatives or voluntary schemes including local taxi-marshalling schemes, street pastors and other schemes) which may help to mitigate potential risks.

8.43 Applicants are expected to include positive proposals in their application on how they will manage any potential risks. Where specific policies apply in the area (for example, a cumulative impact policy), applicants are also expected to demonstrate an understanding of how the policy impacts on their application; any measures they will take to mitigate the impact; and why they consider the application should be an exception to the policy.

8.44 It is expected that enquiries about the locality will assist applicants when determining the steps that are appropriate for the promotion of the licensing objectives. For example, premises with close proximity to residential premises should consider what effect this will have on their smoking, noise management and dispersal policies to ensure the promotion of the public nuisance objective. Applicants must consider all factors which may be relevant to the promotion of the licensing objectives, and where there are no known concerns, acknowledge this in their application.

8.47 Applicants are expected to provide licensing authorities with sufficient information in this section to determine the extent to which their proposed steps are appropriate to promote the licensing objectives in the local area. Applications must not be based on providing a set of standard conditions to promote the licensing objectives and applicants are expected to make it clear why the steps they are proposing are appropriate for the premises".

It is always important for an applicant to recognise the nature of the locality into which they are applying to operate, and to reflect the particular risks and needs of that locality in their operating schedule. The applicant should provide this information and the licensing authority should look for it in an application. This exercise forces applicants to focus upon obvious impacts that already exist from current licences, and the additional effects that their licence may have, rather than being permitted to ignore it.

9. The applicant has not satisfactorily addressed the requirements of the Secretary of State's s182 Guidance, which must be followed, under the terms of the Licensing Act 2003, unless there are good reasons to depart from it.

Statement of Licensing Policy – September 2018.

10. This application is not prepared in accordance with the requirements of the Council's recently adopted Statement of Licensing Policy. Operating schedules are expected to address the Statement of Licensing Policy. At paragraph 4.1, it is stated that this "should follow a thorough risk assessment relating to the specific premises and licensable activities proposed to take place".

11. The Statement of Licensing Policy states:

"5.3 Applicants will be expected to demonstrate in their operating schedule that suitable and sufficient measures have been identified and will be implemented and maintained to reduce or prevent crime and disorder on and in the vicinity of their premises, relevant to the individual style and characteristics of their premises and event; for example

- Prevention of use, sale or supply of illegal drugs on the premises, and procedures and provision for storage of seized items.
- Prevention of drunkenness and alcohol abuse such as drinking games and irresponsible drinks promotions.
- Security features such as provision and storage of CCTV – capable of retaining recording images for a period of 31 days from the date of an event and to an identifiable standard (bearing in mind the need to comply with data protection regulations)
- A prescribed capacity limit
- Use of door staff to control entry to the premises
- Procedures for ejection or dispersal of persons from the premises
- Procedures for dealing with harassment, discrimination and inappropriate behaviour.
- Use of polycarbonate/plastic containers and toughened glass and prevention of persons taking drinks from the premises in open containers
- Display of crime prevention notices
- An appropriate ratio of tables and chairs to customers based on capacity."

None of these matters have been addressed in the current application.

12. The Application states at Box J:

“The nature of the provision of alcohol/hospitality will again be of the same nature as currently operates each year under Licence PRO242”.

There is no way of understanding what this means without cross referencing with PRO242 which is an inappropriate approach. Interested parties should be able to understand the application on its own terms. The applicant appears to be approaching matters on the basis that they will automatically be granted a licence because of the existence of PRO242. This is not the case.

13. The Application at Box M sets out the Operating Schedule which largely does not actually contain any proposed controls or limitations on the licence at all, but merely references how well the operators feel they have done in the past. This is not appropriate. It states:

“The premises are operated to a high degree of professionalism”

“The premises licence holder enjoys an excellent record in terms of meeting its obligations under the licence PRO242 (and its wider obligations under other health and safety/ events legislation and regulation”.

These are not conditions, but self-serving statements, as yet unendorsed by the Responsible Authorities.

14. The Application also states:

“In view of the excellent nature of the current licensing operation under PR242 during Wednesday to Sunday of Regatta Week which is fully supportive of the promotion of the four licensing objectives there are no reasonable ground to believe that the proposed identical licensing operation on Tuesday of the same week would have any negative impact on the promotion of the licensing objectives, particularly as the infrastructure for the Regatta is in place weeks in advance of its start”

Local residents do not agree with this analysis, and have repeatedly made their concerns known, but have not been heard. That is the purpose of this representation.

15. The Application states:

“Please note that in addition to the conditions offered (replicating the conditions on PR242), the Applicant has full event planning/operational procedures in place..... These procedures involve (amongst other measures) full consultation and liaison with Responsible Authorities and other Authorities / Services”.

These are the measures that need to be reflected in the licence by way of condition, to ensure that they are suitable and adequate, and to ensure that the licensee is bound to observe them, and cannot depart from them at will. Without licence conditions, the Licensing Authority is powerless to enforce any requirements of an event management plan, or to discipline a licensee, by way of review or enforcement if the provisions are not complied with. The licensee has carte blanche, in other words, to conduct matters as they please and to depart from anything agreed with the Responsible Authorities.

16. It is appropriate for the Responsible Authorities to provide feedback to the Licensing Sub-Committee to comment on whether they feel that the event management to date has been adequate or not. Representations need not always be negative, and consultation responses from the Responsible Authorities are particularly important in situations where the licensee is claiming a close working relationship with them, which has not been confirmed from their perspective.

17. There are no substantive entries at all in the application for sections (b) (prevention of crime and disorder), (c) (public safety) or (d) (prevention of public nuisance) of the Operating Schedule, only a reiteration of the general comments at section (a). This is not an appropriate approach.

Conditions.

18. There are only five conditions proposed for this licence, mirroring the extant licence, which is unprecedented for an event of this scale.

19. Annex 2 (a) is not a condition, but a statement:

“The Regatta has operated its enclosures for nearly 100 years and has put in place appropriate measures to achieve all four licensing objectives.”

The longevity of the Regatta is irrelevant, particularly prior to the modern licensing regime.

20. At section (b), the entry for prevention of crime and disorder references the employment of employed security staff, and makes a virtue of the fact that they have appropriate SIA licences, which is a mandatory condition in any event. The bars and restaurants are operated, it is said, by an international catering company of repute which employs properly qualified staff who are also trained to prevent crime and disorder. No details are given of any of the above, which are completely unverifiable, and subject to discretionary change at any time without restriction. The nature of the qualifications and the training is particularly important, as there are many aspects which would need to be covered, from public safety and first aid, to responsible alcohol sales, to the control of disorder, to the protection of children. The nature of the training needs to be verifiable and approved.

21. In section c) addressing public safety, the application simply states that: “the Regatta liaises with Thames Valley Police and all other emergency services and the local authority to ensure public safety”, but gives no specifics as to what this means, or what is achieved or how. It is also completely unenforceable. Conditions by their nature should be clear, specific and enforceable. Breaches of conditions constitute criminal offences. Generalised statements of intent are not conditions.

22. In section d) addressing the prevention of public nuisance it states:

“The profiles of those attending our facilities lessen the likelihood of public nuisance and the precaution referred to in (b) and (c) above reinforce this view. The hours of operation are not conducive to those leaving the site causing public nuisance.”

This is a naïve and unsatisfactory approach. Large numbers of people make noise, particularly on dispersal, particularly after imbibing alcohol. Traffic and taxis cause impact. The “profile” of attendees is largely irrelevant.

23. Section e) concerning the protection of children from harm states:

“Within 90% of the area seeking a licence children are not admitted. Where they are the trained security and bar staff ensures that they are kept protected from harm.”

This is a largely irrelevant statement. The percentage of the premises open to children is not at all relevant. A bar area takes up a tiny percentage of a total premises area, but it forms the preponderance of the risk of sales of alcohol to or for children, and there are more than enough alcohol outlets on this licence to pose risk which must be properly addressed. No specifics are

given in relation to training, which has been addressed above. Members of staff are transient, and it must be possible to check at any given point in time that the particular members of staff on duty are those who have undertaken the approved training.

24. Annex 3 addresses health and safety and appears to have been added by request of a Responsible Authority at some stage. The first condition is not strictly licensing related and is covered under alternative legislation. The Council's Statement of Licensing Policy specifically states that there will be no duplication with other regimes or legislation:

"A current certificate of electrical safety in a form prescribed in the Institute of Electrical Engineers Wiring Regulations signed by a competent person should be submitted for the electrical installation in connection with your licence prior to the start of each year's events

25. The second condition is too vague to be useful, or enforceable as a condition. It is appropriate to make this requirement much more specific and accountable:

"2 Arrangements should be made for the first aid treatment of members of the public who are attending the event in connection with your licence".

Cumulative Impact.

26. The Council's Statement of Licensing Policy now specifically requires the assessment of cumulative impact.

27. This application must be assessed in combination with the other events that already occur in Remenham. These events comprise:

- Henley Royal Regatta
- Henley Festival
- Henley Women's Regatta
- Rewind South Music Festival
- Henley Oxford and Cambridge Boat Races
- Henley Swim
- Henley Masters Regatta
- Classic FM Concert
- Henley Town and Visitors Regatta
- Henley Sculls Head

- Henley Fours and Eights head
- UTRC Small Boats Head
- Disabled Regatta
- Thames Traditional Boat Fare
- Other boat rallies
- Weddings and corporate events at Remenham Farm and Temple Island – between ten and twenty a year.

28. The intensity of these events has increased markedly within the last twenty years. Many of the residents most significantly impacted have lived in the village prior to this intensification, and cannot be accused of “coming to the nuisance”. The cumulative impact has undoubtedly come to them. Over the years, WBC has taken a largely permissive approach to licensing, without fully addressing the cumulative impact issues.

29. In the 2018 Statement of Licensing Policy, WBC were persuaded to adopt a general cumulative impact policy, which is a reflection of the law¹ in any event, which always endorses weight to be given to cumulative impact in licensing decisions.

30. The policy states:

“10. Cumulative Impact

10.2 The Council also recognises that where there are several premises providing licensable activity in the same vicinity, the cumulative impact may have an adverse effect on the community; in particular from nuisance and disorder. Accordingly, the Council may refuse additional applications if it believes that to grant a licence would undermine one or more of the Licensing Objectives, and representations have been received from a responsible authority or other person. In addition, the Council has to be satisfied that the criteria set out in the legislation are met. As detailed earlier in this Policy, each application will be considered on its own merits.

10.4 The Council will expect licensees and potential licensees within an area to communicate with each other and prepare their Operating Schedules so that they complement each other and collectively meet the Licensing Objectives.

¹ Luminar Leisure Ltd v Wakefield Magistrates’ Court and others [2008] EWHC 1002

As with all other aspects of the new Statement of Licensing, the applicant has not addressed this policy in any way in the application.

Safety Advisory Group (SAG).

31. It is standard to require large scale events to liaise with a Safety Advisory Group. This is an express provision of the Council's Statement of Licensing Policy:

“ 3.5 In particular, for large scale events, it is suggested that the event should be referred to the Safety Advisory Group in advance of submission of an application. It is best practice for local ward members to be involved in the SAG process for large scale events.

Also:

6.2 The Licensing Authority has a Safety Advisory Group ('SAG') and, where appropriate, applicants are encouraged to seek the group's advice on issues of public safety. For example, a licensee who wishes to stage a licensable public event which is not specifically indicated in the operating schedule may be invited to approach the SAG. When applying for licensable events on Local Authority property, the applicant may be required to present an event plan to the SAG”.

There is no indication that the Applicant has referred this event, or HRR generally to the Safety Advisory Group. If they have, there is no description of this liaison in the Application; no feedback as to what the outcomes of the Group assessment was and no reflection of any outcomes in the conditions. The Parish Council is under the impression that no SAG meetings have been held in relation to HRR, and certainly nothing to which the Parish Council or residents have been invited. This should become a fundamental part of the licence going forward, with mandatory meetings scheduled, to inform the range of policies that should control the events. These policies can then be conditioned. Two examples of Operating Schedules, devised with the input of SAGs and reflected in conditioned policies are provided at Appendix B and Appendix C of this representation, to give a clear idea as to what a modern licence for a large scale event should look like. Each application should be determined on its merits, but the level of control should be significantly enhanced from the current HRR licence.

32. The application itself states that: “Over the years, the Regatta has become more and more popular ...” which implies that more and more people attend. This gives rise to greater impact and more cumulative impact. It is complacent for the Applicant to state in the

application that the “profile” or demographic of their attendees is such that they can rule out anti-social behaviour or nuisance issues. There is no demographic in society that is incapable of giving rise to such issues, particularly after imbibing alcohol.

33. No assessment has ever been conducted of the impact of existing events on neighbours. No risk assessment for future events has been published.

34. There are no conditions on the extant or proposed licence addressing the key issues of:

- Set up and break down of events
- Arrival and Dispersal
- Traffic management
- Training policies
- Noise monitoring and control
- Emergency planning.

It is typical for licensees for large scale events to reflect such controls in policies, which would be agreed in advance by the responsible authorities and conditioned on the licence, with the facility to amend policies in a flexible way in the future, by consent with the responsible authorities.

35. The Parish Council specifically wishes to see the following issues addressed in the operating schedule and conditions:

- Compulsory Safety Advisory Group (SAG) meetings between licensee and responsible authorities;
- Protection of children in all situations
- Attention paid to the control of set up and break down of events, which may not be included within the terms of the premises licence, with a particular emphasis on traffic control during these periods;
- Restrictions on outdoor music, or the introduction of noise limiters, or acoustic baffles or other noise restriction measures.
- Noise monitoring during the events for the protection of neighbouring residents with transparent disclosure of readings and measurements;
- Traffic management plans, during set up, break down and the duration of the events

- The deterrence and prevention of excessive alcohol consumption
- The deterrence and prevention of crime and disorderly behaviour
- Use of glassware and consideration of the use of safer alternatives. Prevention of people wandering around with glassware, bottles or open containers and keeping these controlled within the licensed area, from litter, public safety (broken glass) and prevention of crime point of view.
- Addressing public nuisance, including the provision of phone numbers / contact details for the event organiser for local residents to contact in the event of a problem.
- Sufficient public toilet provision
- Control and collection of litter, arranged by the premises licence holder
- Public safety with particular reference to physical safety
- Prevention of drug use, and policies for the safe retention of drugs seized and passing information to the police.
- Access for emergency services and evacuation procedures, including consideration to incidents of terrorism
- Training
- Location of smoking areas
- Routes for patrons' arrival and dispersal, whether by road vehicle, including public transport, or on foot.
- Queue control, and entry policies. This may include search policies, to prevent offensive weapons, drugs, alcohol and other items being brought into the event.
- Waste disposal, and storage, waste collection hours, bottling out and any noise arising from these activities.
- Deliveries of supplies, and any traffic impacts or noise impacts arising.
- Lighting, particularly external lighting and light pollution.
- Fumes and odours from cooking and other sources.
- Advertising and promotions, including additional litter from flyers and similar.
- Obstruction from facilities on public rights of way. The licensing authority and the applicant should bear in mind that the provision of facilities (including tables, chairs, barriers etc.) on the public highway will require a separate permission in accordance with the Highways Act 1980.
- Deployment of security staff, or patrolling staff to maintain an appropriate level of control at premises and at events.

All of these factors should be addressed, as appropriate in applications and, as appropriate, built into the premises licences themselves, by way of conditions or policies, so that there is an appropriate level of accountability and enforceability placed upon the premises licensees, and that they are in breach of conditions if these issues go wrong.

36. It is clear that the time has come for a comprehensive overhaul of the existing licence for HRR and for this application in particular. It is clearly understood that the Licensing Sub-Committee cannot take action against any other licence than the one in the application before it, but it is also obvious and common sense that the correct licensing steps should be imposed upon this application, and then the extant licence amended, voluntarily, or compulsorily, to match.

37. If the Licensing Authority is not minded to impose conditions and restrictions in line with those indicated above, and as clearly envisaged by national and Council policy, then the Sub-Committee will need to give clear reasons as to why they are declining to apply national and local policy, particularly in relation to a recently adopted Statement of Licensing Policy. In such circumstances, the objectors are likely to contend that the Licensing Authority's conclusion is wrong.

Date.....


Signed.....

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Date..... 23rd June 2019

Signed..... 
P. SARMON / Clerk to RPC

APPENDIX A – EVENT CONDITIONS EXAMPLE 1

General

RISK ASSESSMENT

- A full risk assessment of the site will be carried out prior to the site opening to the general public and suitable measures put in place to ensure the safety of customers and staff.

CONSULTATION WITH LOCAL RESIDENTS/BUSINESSES

- There will be a dedicated phone number for local residents and businesses to contact MIF in the case of any concern prior to or during any event.

SECURITY

- The building will have controlled exit and entrance points. SIA approved security staff will be on site and on all entrances and exits when the premises are open to the public.

TOILET FACILITIES

- Toilet facilities including accessible toilets will be provided within the boundaries of the site in accordance with the Purple Guide.

CAPACITY CONTROL

- Dispersal policies for each event to the satisfaction of the Responsible Authorities shall be in place prior to the carrying out of licensable activities under the licence.

SMOKING

- In accordance with current legislation the whole site will be non-smoking. No Smoking signs will be clearly displayed within the site including entrance points. A smoking policy will be in place prior to the carrying out of licensable activities under the licence. This will include the location of a designated external smoking area agreed in advance.

EVENT PLAN

- Separate event plans for each event will be submitted to the Responsible Authorities prior to events taking place under the licence

The prevention of crime and disorder

SECURITY

- SIA approved security staff will be employed at all times the premises are open to the public. A site visit and risk assessment shall be carried out by their security provider, who will advise on the appropriate number of staff needed to ensure a safe environment. This information will be included in the event plans which will be submitted to the Responsible Authorities prior to the events.

CCTV

- Any person left in charge of the premises will be trained in the use of the CCTV equipment and be able to download/burn CCTV images upon request by the Responsible Authorities.

SALE OF ALCOHOL

- Alcohol Management Plans will be in place prior to the carrying out of licensable activities under the Licence.
- All sales of alcohol will be authorised by a Personal Licence holder present during licensing hours. Temporary bars will be situated within the site managed by a catering company. Details of the company once appointed will be forwarded to MCC. All catering staff will be trained in the Challenge/Think 25 policy and its operation. Members of the public will be asked to produce photo ID if they are believed to be under the age of 25 i.e driving licence, passport, PASS accredited proof of age card. Catering staff will monitor alcohol consumption and will not serve anyone who they have reason to believe is intoxicated. Notices will be displayed at the premises entrance indicating the Challenge/Think 25 policy is in operation and on all exits stating that alcohol cannot be taken out of the building.
- A comprehensive drugs policy will also be agreed in advance with the Responsible Authorities.

EVACUATION

- A fire evacuation plan is to be formulated in advance and will be the responsibility onsite of the Venue Manager.

- Prior to opening to the public the premises licence holder will escort a representative of the Fire Authority around the premises so that they have a full understanding of the temporary installation/s within the premises boundaries.
- Agreed evacuation procedures in the event of an emergency, which will include the evacuation of disabled customers, will be included in the separate event plans and communicated to all staff who will be made aware of their individual roles should an evacuation become necessary.
- A dispersal policy that is to the satisfaction of the Responsible Authorities shall be in place prior to the carrying out of licensable activities under the licence.

FIRST AID

- Medics/First Aiders will be onsite at all times the venue is open to the public. The level of cover will be comparable to the audience size and demographic.
- A comprehensive drugs policy will be agreed with the Responsible Authorities.

PLASTIC GLASSES

- All drinks will be supplied in containers made from non-splintering plastic or paper; all individual drinks in glass bottles will be decanted into such containers prior to serving.

SMOKING

- A smoking policy will be in place prior to the carrying out of licensable activities under the licence. This will include the location of a specific designated smoking area agreed in advance.

The prevention of public nuisance

NOISE

- All noise levels will be monitored by the Event Manager. Noise levels will be controlled and monitored throughout sound checks and performance. A written record of time and location of noise monitoring will be kept and made available to any representative of a Responsible Authority during the event.

DISPERSAL

- Dispersal Policies that are to the satisfaction of the Responsible Authorities will be written and implemented. Notices will be displayed at exits of the premises requesting customers to leave the area quietly and as directed by SIA and other staff. Staff will ensure that customers do not leave the building with alcohol.
- Details of available car parking/ public transport/local taxi services will be displayed on the Premises Licence Holder's website. MIF will inform local taxi firms of the events giving them the relevant audience sizes.

The protection of children from harm

AGE RESTRICTION

- All persons under the age of 18 will need to be accompanied by a responsible adult.

SALE OF ALCOHOL

- Current licensing legislation will be strictly adhered to. A personal licence holder present will authorise all sales of alcohol during licensing hours. All catering staff will have been trained in the Challenge/Think 25 policy and its operation. All staff training will also have included dealing with drugs and drunkenness. Members of the public will be asked to present appropriate photo ID if they are believed to be under the age of 25 i.e driving licence, passport, PASS accredited proof of age card. Catering staff will monitor alcohol consumption and will not serve anyone who they have reason to believe is intoxicated. Notices will be displayed at the premises entrance indicating the Challenge/Think 25 policy is in force.
- Alcohol Management Plans will be in place prior to the carrying out of any licensable activities under the licence.

CHILD PROTECTION POLICY

- The child protection policies of the premises licence holder and its partners will be shared with the Responsible Authorities in advance of the event.

SECURITY & FIRST AID

- Security and First Aid personnel will be on duty throughout the events. MIF will request their internal child protection policies in advance of the events.

APPENDIX B – EVENT CONDITIONS EXAMPLE 2

A – General

3. An Event Management Plan (EMP) will be produced by the licence holders a minimum of 12 weeks in advance of The Event for consultation with the responsible authorities. The EMP must be agreed in writing by the Safety Advisory Group (“the SAG”) a minimum of 4 weeks in advance of the Event.

4. All individual policies contained in the EMP must be agreed in writing by consensus by the Safety Advisory Group (SAG) a minimum of 4 weeks in advance of the Event. The SAG will have the right by consensus to make additions or alterations to EMP policies prior to agreement in writing.

The EMP shall contain, unless otherwise agreed by consensus by the SAG at the least a condition or conditions relating to the following issues:

- Implementation of security
- Effective Queue Management to avoid disorder, excessive noise, discomfort and inconvenience
- Effective First Aid provision and procedure
- Effective Fire Prevention procedures
- Effective Emergency Procedures in all eventualities of an emergency situation including effective Evacuation procedures
- Crowd Control in all circumstances in which crowds of people at the Event may gather
- Effective Parking procedures to manage vehicular movement, safe stowing, crime prevention, and noise minimisation
- Effective procedure for the control of Lost & Found Property on site
- Effective procedures for the control and minimisation of offences of theft on and in the vicinity of the site throughout the duration of the licence
- Effective procedures for the control and minimisation of crime generally on and in the vicinity of the site throughout the duration of the licence

- Effective procedures of the Reporting of any offences which are detected during the progress of the licence to relevant authorities
- Effective maintenance, storage and disclosure of records relating to staff identity and training, particularly staff involved in alcohol sales and security staff
- Effective maintenance, storage and disclosure of contractor records
- Effective procedures for patrolling the site and monitoring the Event to control crowds, disorder, visitor safety, excessive noise, offences, substance misuse and other incidents of note

5.. The licensee will comply with the agreed EMP at all times throughout the duration of the licence.

6. All officers of the responsible authorities in the course of their duty will be given unhindered access to all parts of the licensed premises, at all times.

10. No licensable activity will take place without the designated premises supervisor (DPS) being present on site or contactable by telephonic or electronic means at short notice. A responsible senior member of the Event management team who is a personal licence holder and authorised in writing to deputise for the DPS must be on site at all times that the DPS is absent from the site.

121. The premises licence holder must produce a Training Policy applicable to all staff and contractors utilised at the premises for roles involving direct contact with the public, or the sale or supply of alcohol to any person. The premises licence holder must be able to demonstrate upon request at any reasonable time that he has satisfied himself that all such staff and contractors have been/ shall be formally trained in relation to the following matters:-

- Prevention of underage sales;
- Recognition and prevention of drunkenness;
- Drug awareness;
- Conflict management;
- Crime prevention.

The nature of the training must be of a type approved in advance of its delivery by Police. The delivery of the training must be recorded and that record must be available for inspection upon request at any reasonable time by any responsible authority

12. There will be at least one named personal licence holder on site and responsible for each individual structure, whether permanent or temporary, which is utilised for the sale of alcohol.

13. Any employee or contractor of the licence operators engaged at the premises site to supply alcohol otherwise than from a fixed structure will be authorised in writing and supervised by a personal licence holder. No such supervising personal licence holder shall be responsible for more than five such employees or contractors at any one time.

B – The Prevention Of crime and Disorder

2. A Security Policy will be submitted to the Police for approval in writing, and thereafter implemented at all times. This Policy may be changed from time to time by written agreement with Police.

The Security Policy will set out the Licensee's proposed methods for :-

- Checking age of visitors entering the venue
- Checking age of visitors consuming/buying alcohol
- Toilet checks
- Ejecting visitors from places supplying alcohol or from the premises
- Dealing with persons who are injured or unwell
- Dealing with vulnerable visitors
- Monitoring intoxication levels of visitors on site
- Recording details of incidents at the venue
- Carrying out searches of persons or places
- Detaining persons believed to have committed offences
- Detaining items seized in searches and handing items over to a responsible authority

3. All SIA registered security staff engaged at the premises will be provided by an SIA ACS approved security company.

4. A register shall be maintained of all security staff containing following details :-

- Full Name / date of birth
- Security Company
- Role
- SIA badge number
- Unique identification number / lettering allocated

5. All security staff engaged at the premises with the exception of security staff expressly deployed for covert duties shall wear hi-visibility jackets/coats at all times that they are on duty and will have their SIA badge held in a clear arm sleeve. They will be clearly identified by a unique visible number / lettering.

6. The numbers and ratio of security staff employed, and the times during which they are employed shall be proposed to the Police, 6 weeks prior to The Event and approved by Police in writing. Thereafter, that approved deployment shall be implemented as approved throughout the duration of the licence. This proposal will also include all the details set out in condition 4 above. Police will have the right of veto of any Security staff on reasonable grounds.

7. A CCTV policy shall be proposed by the licensee and shall be approved by the Police in writing and thereafter implemented as approved at all times throughout the duration of the licence. CCTV must be in operation and recording continuously at all times that any members of the public are on the Premises.

8. No person who is drunk is to be permitted to gain entrance to the premises

9. Alcohol must not be served to any person who is drunk.

10. The licence holder must produce a Drugs Policy, which will be submitted to Police for approval in writing, and thereafter implemented at all times. This Policy may be changed from time to time by written agreement with Police.

11. Incident Handling - There will be bound books held at the central security office on the premises, under the responsibility of designated Security Manager for the purposes of recording incidents that take place on the premises. All incidents involving violence, Drugs, Disorder, Weapons, illness requiring medical attention and ejections shall be recorded as soon as practicable in the Incident Book. Any incident book must be made available for inspection to an officer of a responsible authority upon request.

12. Licence holder must produce a Policy for the Preservation of a Crime or Incident Scene Handling and Reporting which must be agreed with the Police and thereafter implemented. The Policy shall detail methods of moving customers away from the scene of an incident, scene preservation, scene handover and reporting to Police or other responsible authority.

13. No drinks will be served in glassware or splintering plastic containers.

14. No glassware will be allowed anywhere within the public arenas of the event.

C – Public Safety

1. The licence holder must produce a site plan which contains as a minimum the following requirements:

- Information points for visitors (with clear displays of written information and a steward / marshal to provide information including transportation options off-site; accommodation options off-site; health and safety information)
- Emergency exits (clearly marked on a plan; kept clear at all times)
- Access for Emergency Vehicles (to be kept clear at all times)
- First Aid and Visitor Welfare posts (such as a tent or fixed structure)
- Fire Safety Posts (with strategically located equipment)
- Police post (if applicable)

2. A fire strategy and management control procedure is to be prepared by an Independent fire engineer. This is to be submitted to the Fire Authority for approval. The premises may not open to the public until this approval is given. The Strategy and procedure shall thereafter be complied with at all times.

3. Fire safety and management is to be the responsibility of the designated premises supervisor.

4. The licence holder must produce an Attendance and Capacity Policy, which will be submitted to Police for approval in writing, and thereafter implemented at all times. Individual capacity limits of on site structures, arenas and tents

5. The licence holder must produce a Communication Policy, which will be submitted to Police for approval in writing, and thereafter implemented at all times. This Policy may be changed from time to time by written agreement with Warwickshire Police. The policy will set out the Licensee's proposed methods for :-

- Effective radio procedures
- Effective telephone system
- Effective procedures for communication facilities between on site agencies, public and private sector
- Allocation of radio systems and ratio to Security, First Aid, Management Team etc

6. The licence holder is to submit a traffic management plan, dealing with the arrival and departure of all vehicles to the site, which is to be approved by the Licensing Authority and the Police and thereafter implemented.

7. The licence holder shall make provision outside the premises for a taxi rank by agreement with the Licensing Authority and the Police. This taxi rank must be marshalled.

The Licensee shall enter into a service agreement with one or more local taxi firms to provide taxis by way of lawful pre-booking. The service agreement shall be in writing, and shall contain provisions to control the noise arising from taxis; to prevent the sounding of horns to attract attention and to minimise impact on local residents and provide a ring-back service. Clear notices shall displayed at information points throughout the premises, giving details of the agreed taxi company / companies

D – Prevention Public Nuisance

1. A Dispersal Policy and plan is to be submitted to the Licensing Authority and the Police for approval in writing, and thereafter implemented in full. The dispersal policy shall include (but not exclusively), a plan and deployment strategy, demonstrating the numbers and positions of

security staff and marshals or stewards around the premises and outside the premises, tasked with moving visitors away from the premises quickly and quietly and with minimum disturbance to local residents.

2. Free maps will be available for use by visitors detailing preferred walking routes away from the premises.

3. Clear legible notices are to be placed near the exits requesting visitors to respect local residents and neighbours and to leave the premises and the area quickly and quietly.

4. The licence holder shall take responsibility for clearing all litter from the site and all roads, footways that are within the circumference of the premises.

5. An acoustic survey and report must be undertaken by a qualified acoustic engineer in respect of the premises, whose identity is to be approved by EH in advance. The completed survey and report must then be served upon EH and the Police. The survey and report must address the noise likely to arise from the use of the premises for licensable activities and must give recommendations to control and minimise all such noise. All recommendations contained in the report must be implemented to the satisfaction of EH, and before the premises may be used for regulated entertainment.

E – Protection Of Children From Harm

2. The licence holder must produce an Age Policy, which will be submitted to Police for approval in writing, and thereafter implemented at all times. This Policy may be changed from time to time by written agreement with Police.

Karen Court

From: Michael Dudley <michaeldudley@me.com>
Sent: 23 June 2019 13:26
To: Licensing
Cc: John Halsall; ron emerson; neil brown; Sarah & Anthony West; Nigel Gray; David Law; John Merkel; Paul Sermon
Subject: Henley Royal Regatta - objection to licensing application
Attachments: HRR objection 2019 V2 .docx

Categories: Representations

Sirs

Please acknowledge safe receipt.

Thank you

Michael Dudley

To: Licensing Dept – Wokingham Borough Council

Re: Premises Licence Application – Henley Royal Regatta

This email is submitted by the Remenham Farm Residents Association “RFRA” as evidence in the consideration of the grant of a licence by Wokingham Borough Council “WBC” to Henley Royal Regatta “HRR the Applicant” at the Henley Royal Regatta riverside “the Site”.

The RFRA was formed in May 2007 and is a group of owner-occupiers of residential properties in Remenham Lane which share a common boundary with the Site and which also includes a number of other licenses, many within the Remenham Church Conservation Area.

The objectives of the RFRA are to:

*Provide a representative interface with WBC and Premises Licence holders.
Monitor and report on licensed activities and associated public nuisance.
Maintain the rural environment and secure the rights of ‘quiet enjoyment’.*

Their names/addresses/years in residence are:

Mr & Mrs Anthony West – Remenham Manor – 49 years
Mr & Mrs David Law – Barnside Cottage – 41 years
Mr & Mrs John Halsall – Cherwell – 37 years
Mr & Mrs Ron Emerson – The Reeds – 25 years
Mr & Mrs Michael Dudley - The Reach - 23 years
Mr & Mrs Nigel Gray – Remenham Farmhouse – 20 years
Mr & Mrs Neil Brown – The Old Schoolhouse – 11 years

Three of our number have lived here since HRR was a four day event and now see yet a further unwelcome increase.

Whilst the RFRA is supportive of HRR, the development of the sport of rowing, and increasing the number of events for women, we do not believe that the proposed expansion of the regatta from 5 days to 6 is necessary either to ease pressure on the existing racing programme or to facilitate the new events for women commensurate with the improvement in competitiveness of women’s rowing and HRR’s elite athlete status. We invite WBC to take into account the cumulative impact of the 5 rowing events currently centred on Remenham, and in particular the 6 days of rowing already a part of HRR and the further 3 days of rowing at the Women’s Regatta which precedes it.

The Site is situated wholly within the Parish of Remenham a small rural community (population 524), situated just over Henley Bridge, with no public transport and apart from limited access by Leander Way can only be reached by single track roads which are totally unsuitable for the huge numbers of event traffic which cause extensive traffic problems throughout the Summer months.

During these months of June, July and August four regattas are held on the Site.

Henley Royal Regatta (5 days plus 1 day time trial)

Henley Women's Regatta (3 days)

Henley Masters Regatta (2 days)

Henley Town and Visitors Regatta (1 day)

plus three other major events

Henley Festival (5 days)

Henley Swims (4 days)

Henley Rewind South Music Festival (3 days)

All of these events, despite being prefixed 'Henley', actually take place wholly within Remenham Parish and adjacent to Remenham Lane and at a conservative estimate involves over 250,000 visitors and whilst 'nuisance from motor traffic' appears not to be licensable it should nevertheless be noticed and considered.

This is particularly relevant during the extensive set-up and take-down phases which involve the presence of many huge commercial vehicles which frequently cause major disruption.

In addition, during HRR, WBC has issued several licences for late night activities which also affect the village of Remenham.

We invite WBC also to consider the cumulative impact of these ancillary licensed events also centred on Remenham, which attach themselves to HRR.

Copas Partnership

Chinawhite Night Club

Upper Thames Rowing Club

Mrs Sly - Old Blades

Remenham Court – Mahiki & The Hidden Garden

Granting this application would have the effect of extending the Henley Royal Regatta from 5 days to 6. It also increases the scale of the Qualifying Race on a 7th day, the preceding Friday.

We strongly oppose the granting of the license.

We have not seen a persuasive case for any extension to ease current pressures on the racing programme.

The existing HRR programme sees few races on Finals Day and on every day contains extensive breaks for lunch and afternoon tea; we have seen no evidence that a serious consideration has been given to better accommodate more racing.

We have not seen a persuasive case for an extension to accommodate more women's races. Specifically we see no evidence of meaningful engagement with the most closely associated event, Henley Women's Regatta (HWR), to increase complementarity and minimise the impact on the local community. HWR was established when HRR had no women's events; it has tripled in size and has many participants who also seek to qualify for HRR. HWR takes place two weekends before HRR, uses many HRR river facilities, but not the HRR Regatta Enclosure. As a direct result HWR is centred on Remenham Village and has a greater adverse impact on the local community (notably through a lack of traffic management). While supportive of an increase in women's events, presumably with the aim of a single mixed event, we understand this is a long term strategy in order to retain HRR's status as an event for elite athletes. In the meantime, for as long as there are two events, we would expect more to be done to mitigate the impact of each event on the local community rather than simply require us to absorb more disruption.

We have seen no evidence of a serious attempt to mitigate the impact on Remenham village of the Friday time trial if it is to be expanded. Since the HRR traffic order does not cover the Friday Time Trial, instructions to drivers, whether of trailers or (especially) spectators have no legal effect. This already causes considerable road chaos at the busiest time of the week when large volumes of traffic use Remenham Lane as a shortcut to avoid Remenham Hill.

We can have no confidence that the other licensors who attach late night activities to HRR will not seek extensions of their licences expanding the number of events and attendees with their impact on nuisance, public order and access.

Although the HRR Committee invited several of our number to attend a preliminary meeting at HRR on 22 May only three members of the RFRA were able to attend because of the very short notice.

At that meeting, local concerns were raised and HRR agreed to brief the wider community at the Parish Council. However just two days later we were informed by email that the application would be submitted on 26th May.

Please note that the Parish Council briefing by HRR took place on 10th June after the application had been submitted, indicating a lack of appreciation by HRR of the strong feelings of the local community.

It is regretted that meaningful engagement by HRR did not take place prior to their application, for if it had, and had addressed our concerns as outlined above, this application might have achieved our support.

Furthermore, HRR points to a study showing the positive impact on the town in Oxfordshire which gives HRR its name, but the study made no assessment of the impact of the event on Remenham in Berkshire where it takes place.

This must be WBCs responsibility.

RFRA fully understands the limitations of the licensing process. In many ways it is a blunt instrument and although its current format is not particularly well designed to address the special circumstances affecting Remenham we nevertheless seek a proper appreciation of the associated public nuisance and its effect on the fundamental rights to the 'quiet enjoyment' of our homes.

Please acknowledge safe receipt and advise the date of the hearing.

Yours faithfully

Michael Dudley – Secretary (Remenham Farm Residents Association)

Dated 23 June 2019

Karen Court

From: Michael Dudley <michaelrdudley@me.com>
Sent: 24 June 2019 13:21
To: Licensing
Subject: Henley Royal Regatta - licence application

Importance: High

Categories: Representations

Sirs

Notwithstanding the submission made by the RFRA, which I fully support, I wish to personally object.

As a relative newcomer to the locality, only 23 years, I have nevertheless experienced a very considerable growth in licensed activities - locally we call it 'event creep'.

I've attended many licensing hearings over the years and have been extremely disappointed with the manner in which most decisions have been made.

There has been scant regard for the cumulative effect of the associated public nuisance and I firmly believe that the time has now come to draw a line in the sand and support the local community by dismissing this application - enough is enough.

Yours etc

Michael Dudley

The Reach, Remenham Lane, RG9 3DD

Karen Court

From: Michael Dudley <michaelrdudley@me.com>
Sent: 25 June 2019 14:30
To: Licensing
Cc: Sarah & Anthony West
Subject: Henley Royal Regatta - Licence application

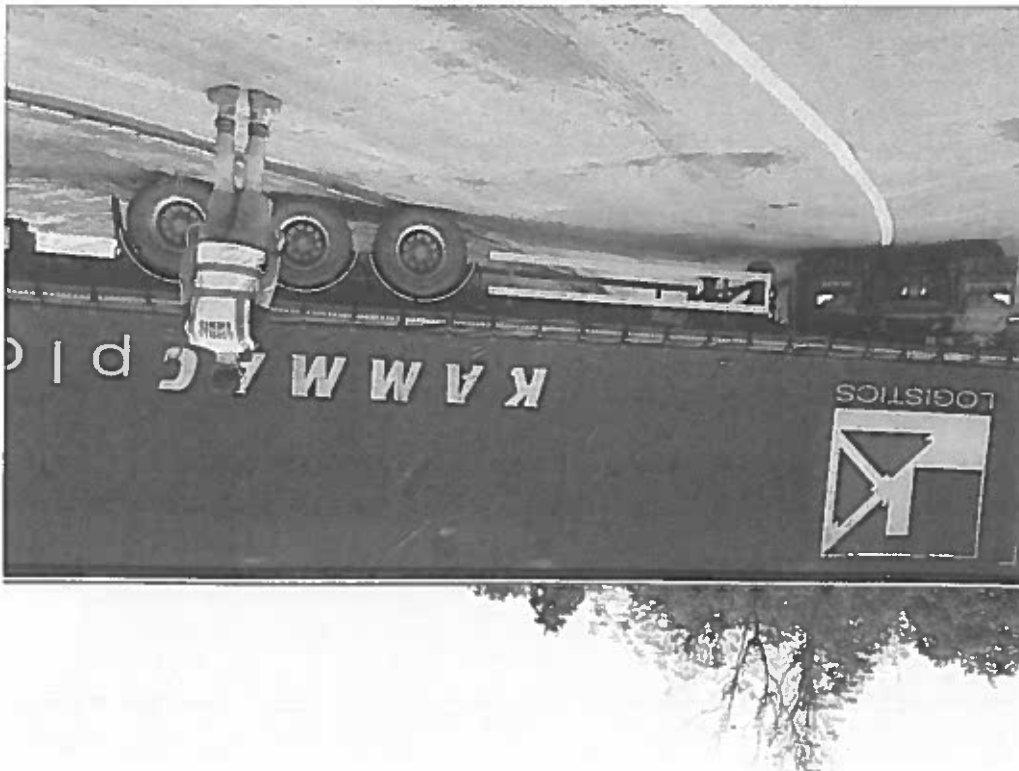
Categories: Representations

This is an example of the problems that residents face on a regular basis during the set-up and take down periods.

Begin forwarded message:

From: J A H West <jahwest@aol.com>
Subject: Traffic
Date: 25 June 2019 at 13:47:05 BST
To: Michael & Marilyn Dudley <michaelrdudley@me.com>, Nigel & Jayne Gray <pnigelgray@aol.com>, Ron & Angie Emerson <ronemerson@btinternet.com>, neilloganbrown@yahoo.co.uk, johnashalsall@gmail.com, David & Jenny Law <daviddlaw@msn.com>, John Merkel <johnmerkel53@aol.com>

1315 today across Remenham Lane trying to get into Fraser's Field (Mahiki).
Surely we can get a weight limit imposed.
I waited over 5 minutes to get by.
Anthony



Sent from my iPhone
jahwest@aol.com

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Karen Court

From: jahwest@aol.com
Sent: 23 June 2019 19:07
To: Licensing
Subject: Premises Licence Application - Henley Royal Regatta (the Regatta)

Categories: Representations

Dear Sir

We wish to oppose this Application.

We are members of Remenham Farm Residents Association, the terms of whose Objection we entirely support. We believe that the Application is premature as the Regatta is unable to provide any detail as to how the additional regatta day will be used; until this is made clear, it is impossible for us to form an opinion on the Application. We would suggest that you invite the Applicant to withdraw the Application but if it is not willing to do so, then you should reject it.

There are many issues to be clarified, not least the future of the Womens' Regatta which could possibly be subsumed by the Royal Regatta, thus relieving the local residents of one weekend of public nuisance.

There is also the question of cumulative impact.

Before the Application is decided, we would invite the Regatta to obtain undertakings from all Licence Holders, downstream of the Regatta land, that none of them would seek an extra day's activity, on the back of an extra Regatta day.

Please acknowledge receipt of this email

JAH and Mrs SH West
Remenham Manor
RG9 3DD

Anthony West
jahwest@aol.com

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Karen Court

From: John Halsall <johnhalsall@gmail.com>
Sent: 23 June 2019 21:35
To: Licensing
Cc: Karen Court
Subject: Personal Objection Henley Royal Regatta License Application

Categories: Representations

Good Evening,

I have seen the representation of the Remenham farm Residents Association and The Remenham Parish Council. I agree with those representations.

There is no necessity for the application and it will considerably lead to cumulative impact.

Whilst Henley Royal Regatta (HRR) takes no responsibility for ancillary activities were there no Henley Royal Regatta there would be no ancillary activities.

There is no amelioration to the residents of Remenham proposed for the disturbance that this proposal would cause. HRR contributes nothing to Remenham nor to Wokingham Borough.

I oppose this extension,

Kind regards

John Halsall

Cherwell

Remenham

RG9 3DB

01491 576190

07939 041227

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Karen Court

From: Ron Emerson <ronemerson@btinternet.com>
Sent: 24 June 2019 08:00
To: Licensing
Subject: Henley Royal Regatta application for one day extension

Categories: Representations

We are writing to express our support for the recently submitted objection to this application from the Remenham Farm Residents Association. We are resident at The Reeds, Remenham Lane and subject to the maximum disruption caused by the continuing expansion of events being held in this rural area. There has been no effective consultation with local residents by HRR as to how the impact of this expansion will be mitigated. As such we feel this peremptory submission should be withdrawn until such consultations can be held. The report by HRR in support of this application stated that interested parties were consulted. This is not the case.

RV Emerson CBE and AJ Emerson

Sent from my iPhone

Karen Court

From: Neil Brown <neilloganbrown@yahoo.co.uk>
Sent: 24 June 2019 11:56
To: Michael Dudley
Cc: Licensing; John Halsall; ron emerson; Sarah & Anthony West; Nigel Gray; David Law; John Merkel; Paul Sermon
Subject: Re: Henley Royal Regatta - objection to licensing application
Categories: Representations

Dear Sir/Madam

I am writing in a personal capacity to formally object to the grant of a license to Henley Royal Regatta the effect of which would be to extend the regatta by one day.

I would associate myself with the objection lodged by the Remenham Farm Residents Associations of which I am a member and highlight the following:

The expansion of the Royal Regatta in recent years has not prompted a serious examination of better ways to contain the racing programme within the current 5 days.

The expansion of the Royal Regatta in part to accommodate more women's events has not prompted a serious examination of the relationship between the Royal Regatta (HRR) and Women's Regatta (HWR) so as to ameliorate their respective and cumulative impact on the local community. By way of example HRR allows HWR access to part of its facilities but not the regatta enclosure or parking so HWR is centred in Remenham with no effective control over parking or traffic, causing huge inconvenience and effectively preventing emergency access to HWR or Remenham Village.

We (RFRA) sought engagement with HRR to tackle these issues in a constructive way, and, given the lack of urgency before an application needs be made ahead of the 0202 event, asked them to withdraw their application to allow for discussions. HRR have pressed ahead regardless and I have no choice but to regrettably object at this time.

Neil Brown
Old Schoolhouse
Remenham Lane

Karen Court

From: Nigel Gray <pnigelgray@aol.com>
Sent: 24 June 2019 13:17
To: Licensing
Subject: Premises Licence Application - Henley Royal Regatta

Categories: Representations

Dear Sirs,

I write to oppose the Application by HRR to add another day to this event. Like most of the other events prefixed by the word "Henley", the Regatta activities - and the associated activities of Hospitality providers - take place in Remenham. Disruption suffered by the local Remenham community is immense, before, during and after the HRR. Addition of another day is inappropriate on grounds of Cumulative Impact and Knock on effect of further multiple applications from Hospitality providers with all the associated increases in disruption.

In justifying their Application, HRR have included reference to a survey by Sheffield Hallam University assessing impact on the local community during which 7000 people and 97 businesses were consulted. Tellingly, the community most affected by HRR activities was not even approached, which would indicate that either HRR have no idea of the disruption caused by their activities or that they don't care.

HRR have apparently made no attempt to address the schedule of racing on the existing 5 days, nor to engage meaningfully with the Women's Regatta with a view to considering greater cooperation to lessen the adverse effect on the local Remenham Community.

My wife and I support the representations made by the RFRA and the Remenham Parish Council.
Nigel Gray, Remenham Farmhouse RG9 3DB

Karen Court

From: David Law <DavidDLaw@msn.com>
Sent: 24 June 2019 14:06
To: Licensing
Cc: John Halsall; Ron & Angie Emerson; Anthony West; Neill Brown; Nigel & Jane Gray; Mike Dudley; John Merkel; Paul Sermon
Subject: Objection to Henley Royal Regatta Licensing application
Categories: Representations

Dear Sir or Madam,

I am a member of Remenham Farm Residents Association (RFRA) I have viewed and agree with their objection to the HRR license application for an extra day.

When my wife and I first lived in Remenham, Henley Royal Regatta was a four day event and the Town regatta was, and remains, a very low key, one day event. There were no other events that impacted Remenham. I will not bore you with listing all the licensable activities that happen now as they are fully documented by the RFRA objection. It seems to me that this application could be the final straw to the cumulative impact on the area as it will probably be accompanied by all the other current licensees who ply their trade long after the rowing activity has ceased.

Kind regards,

David Law

Barnside cottage.

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Karen Court

From: Grace Johnson <stygoj@nottingham.ac.uk>
Sent: 05 June 2019 18:59
To: Licensing
Subject: Extending Henley Royal

Categories: Representations

Dear Sir / Madam,

I would like to convey my support for the recommendation for the Henley Royal Regatta to be increased from 5 to 6 days to enable an increase in women's races.

As an elite athlete and current member of University of Nottingham RC and an alumni member of the Henley Rowing Club Junior squad, I believe that The Henley Royal Regatta is a world renowned sporting event and recognised by many as the pinnacle of the sport. The opportunity to compete in this event would be greatly improved with this additional day and would provide many women with the chance to compete alongside their male counterparts. As a female in this male dominated event, I feel passionately that this decision will be welcomed and applauded by all female athletes.

Yours faithfully,
Grace Johnson
University of Nottingham (BSC Biology)

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Karen Court

From: Juliette Stacey <j.stacey@mabey.co.uk>
Sent: 14 June 2019 10:34
To: Licensing
Subject: Licence to enable an additional day of racing for Henley Royal Regatta

To whom it may concern

I write in my capacity as a Henley resident of over 20 years (postcodes RG9 1DY, 1DT and 5DH), a local CEO encouraging women to excel in all areas of life and enjoying the event for corporate hospitality, and as a supporter of the regatta generally.

I give my wholehearted support to granting a licence for an additional day, to accommodate more women's races at the HRR from 2020.

This is an important change of itinerary to encourage women in the sport and I hope the Council supports it.

Yours faithfully,
Juliette Stacey

Juliette Stacey
Group Chief Executive Officer

Tel: 0118 940 5530

Mobile: 07584 124523

Email: j.stacey@mabey.co.uk

www.mabey.com

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Karen Court

From: Mrs N Emmett <nemmett@shiplake.org.uk>
Sent: 14 June 2019 13:56
To: Licensing
Subject: Henley Royal Regatta - sixth day
Attachments: 20191406 Licensing re HRR.pdf

Please find attached a letter from Mr Davies, Headmaster at Shiplake College with regards to the application to extend HRR by an extra day.

Kind regards

Nicky

Mrs Nicky Emmett
Headmaster's PA

Direct Line: 0118 9405 254
nemmett@shiplake.org.uk
www.shiplake.org.uk
[@ShiplakeCollege](#)



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SHIPLAKE COLLEGE
HENLEY-ON-THAMES

From the Headmaster
A G S Davies, BSc Cert Management

Licensing Authority
Licensing Service
Wokingham Borough Council
POB 155
Shute End Wokingham
RG40 1WW

14 June 2019

To Whom It May Concern

I write to give my full support to the proposal by Henley Royal Regatta to extend the event by an extra day in future years.

Rowing features heavily within the Shiplake curriculum and we have been fortunate enough to nurture a number of Olympic winning rowers amongst our alumni. Over the years, Henley Royal Regatta has provided our rowers with a fantastic rowing opportunity and experience for our pupils. Given the exceptional talent amongst our female rowers and the recognition that women's rowing is equally important as that of the mens, it would be brilliant for women to have more opportunities to participate at the Regatta if an extra day were to be added to the timetable to facilitate exactly that.

INCLUSIVE • INDIVIDUAL • INSPIRATIONAL

Shiplake College, Henley-on-Thames, Oxfordshire RG9 4BW
Tel: +44 (0)118 9405 254 Email: headmaster@shiplake.org.uk Web: www.shiplake.org.uk

123

Karen Court

From: David Gillard <gillard.david@gmail.com>
Sent: 16 June 2019 17:06
To: Licensing
Subject: Henley Royal Regatta licensing application

Dear Sir/Madam,

As part of the public consultation I wanted to write to SUPPORT the Henley Royal Regatta (HRR) application for a new premises license for the Tuesday of regatta week (dated 30th May 2019 on the Wokingham Borough Council site).

HRR is the preeminent river regatta in the world, bringing great esteem to the local area. The regatta's thought leadership, both in its event coverage and equality aims, should be acknowledged and supported. Its anticipated expansion of the programme for further women's events will be supported by the additional timetabling available from the extra day of the regatta.

Regatta week largely starts with crews arriving for qualifiers on the Friday before the main regatta. My personal expectation is that the additional congestion caused by spectators from a Tuesday start will be marginal. The bulk will remain Friday/Saturday.

Warm regards, David

David Gillard
Heather Cottage
Loddon Drive
Wargrave
RG10 8HL

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Karen Court

From: Antony Narula <tony@narula.org.uk>
Sent: 17 June 2019 16:16
To: Licensing
Subject: Henley Regatta Licensing

Dear Sir/Madam,

As part of the public consultation I wanted to write to **SUPPORT** the Henley Royal Regatta (HRR) application for a new premises license for the Tuesday of regatta week (dated 30th May 2019 on the Wokingham Borough Council site).

HRR brings great esteem and of course income to the local area. The regatta's leadership, both in its event coverage and equality aims, should be acknowledged and supported. Its anticipated expansion of the programme for **further women's events** will be supported by the additional timetabling available from the extra day of the regatta.

Regatta week largely starts with crews arriving for qualifiers on the Friday before the main regatta. My personal expectation is that the additional congestion caused by spectators from a Tuesday start will be marginal. The bulk will remain Friday/Saturday.

Antony A Narula MA FRCS
Loddon Reach
Loddon Drive
Wargrave
RG10 8HL

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Karen Court

From: Richard Spratley <richardspratley@hotmail.co.uk>
Sent: 18 June 2019 15:06
To: Licensing
Cc: rspratley@rockwelldandb.co.uk
Subject: HRR 6th day licence application

I'm a local resident and Director of Rowing for Oxford Brookes University. My address is Mulberry House, Bix, Henley-on-Thames, RG9 6BY.

I am aware of the aim of Henley Royal Regatta to extend the Regatta by adding on the Tuesday of the Regatta 'week' each year – firstly to start to address the gender imbalance in the competition (by introducing more women's/junior women's events) and secondly to ease the congestion in the existing format.

In times of greater equality in all walks of life, extending the Regatta to allow more women to compete in this prestigious event should be supported. In terms of the already-busy rowing programme, it must also make sense to create more into the timetable.

My understanding is that to make the expansion viable – including making the 'extra' day's rowing enjoyable for those spectating - HRR has applied for a Premises Licence for the Tuesday each year, on the same terms as the existing Premises Licence which covers the remainder of the Regatta week.

As the current Premises Licence (for the Wednesday through to Sunday) has been operating successfully for many years, I wish to lend my support to this application for the reasons set out above.

Regards

Richard Spratley

Mulberry House
Old Bix Road
Bix
Henley-on-Thames
RG9 6BY

M: 07836 235020

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Karen Court

From: Guin Batten <guinbatten@btinternet.com>
Sent: 18 June 2019 19:00
To: Licensing
Subject: Henley Royal Regatta

Dear Sir/Madam

As chair of the Women's Head Head of the River Race, I would like to offer my support of the expansion of Henley Royal Regatta to an additional day and the extension of their license. The Women Head of the River Race is nearly 80 years and is the largest women rowing race in the world. We believe that women have the same right to race in the same stadium's as men and believe this is an important step forward in equality. We work closely with the Men's Head of the River Race to ensure parity for men and women.

Best wishes Guin

Chair of the Women's Eights Head of the River Race

Karen Court

From: Kirsty Waterman <K.Waterman@henleytowncouncil.gov.uk>
Sent: 19 June 2019 11:12
To: Licensing
Cc: Cath Adams
Subject: HRR extended licence - SUPPORT from HTC

Dear Wokingham Licencing Authority

Henley Town Council is in full support of the extended days licence for the Henley Royal Regatta to sit alongside the existing licence with exactly the same terms as currently exists. The extended day being Tuesday.

This was ratified by Full Council on 18 June 2019.

Henley Town Council are happy for HRR to email the above and enquiries@henleytowncouncil.gov.uk to be used for any licence Committee hearing.

Kind Regards

Kirsty
Kirsty Waterman
Planning Administrator

Henley Town Council
Town Hall
Market Place
Henley on Thames
Oxfordshire
RG9 2AQ



Email: k.waterman@henleytowncouncil.gov.uk
Website: www.henleytowncouncil.gov.uk
Office: 01491 576982

Twitter: @HenleyClerk



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Karen Court

From: jack.beaumont@britishrowing.org
Sent: 20 June 2019 12:07
To: Licensing
Subject: License Application for Henley Royal Regatta

Dear Sir or Madam,

My name is Jack Beaumont. I am a current international rower, Olympian, Henley Resident and Board Member at British Rowing.

I am writing to express my support for Henley Royal Regatta's application to extend their premises licence for an extra day. I think it's a fantastic event which brings top athletes to England, and brilliant business to my local area.

Thank you,

Jack Beaumont

Sent from my iPhone

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Karen Court

From: Lunnon, Jane (WIM) Staff <Jane.Lunnon@wim.gdst.net>
Sent: 20 June 2019 14:07
To: Licensing
Cc: Jones, Jane (WIM) Staff
Subject: Henley Royal Regatta - Licence Application

Dear Sirs,

I am writing on behalf of Wimbledon High School and in particular our Rowing Section, which is certainly gaining in momentum and becoming more and more popular and successful with each passing season.

I understand that Henley Royal Regatta have recently submitted an application for a licence to increase their event, by adding a sixth day of racing. We wholeheartedly agree with and support this application as we believe that the introduction of a new junior women's 8+ event will benefit so many young women, who are involved in this popular sport. We feel that:-

1. The number of races and events over the five days has reached capacity, but there are still girls wishing to compete (8+ event), who, if it is not extended, will be denied this opportunity. An additional day would provide more opportunity for more female competitors to enjoy, participate and compete, with the obvious benefit on their health, wellbeing and team camaraderie, whilst also meaning that the sport will grow further and reach more girls.
2. We believe that the additional day will be fully supported by spectators/sponsors etc., thus making it commercially viable, whilst also enhancing the reputation and appeal of Henley.

If you would like any further information, please let me know.

Kind regards,
Jane Lunnon



Jane Lunnon
Head

Mansel Rd, London, SW19 4AB
020 8971 0902 •

www.wimbledonhigh.gdst.net
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Karen Court

From: Gordon-Smith, Helen (PUT) Staff <h.gordon-smith@put.gdst.net>
Sent: 20 June 2019 15:12
To: Licensing
Subject: Henley Royal Regatta's application for a new Premises Licence
Attachments: Wokingham Licensing Authority.pdf

Dear Sirs

Please find attached a letter from Suzie Longstaff, Headmistress of Putney High School, in support of Henley Royal Regatta's application for a new premises licence.

Yours faithfully

Helen Gordon-Smith



Helen Gordon-Smith
PA to the Headmistress
Putney High School (GDST) 35 Putney Hill London SW15 6BH
Tel: 020 8788 4886 (ext. 27946) Direct line: 020 8266 3946
h.gordon-smith@put.gdst.net www.putneyhigh.gdst.net

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PUTNEY
HIGH SCHOOL

GDST

20th June 2019

Wokingham Licensing Authority
Wokingham Borough Council
Shute End
Wokingham, Berks RG40 1BN
licensing@wokingham.gov.uk

Dear Sir/Madam,

**Re : Henley Royal Regatta's application for a new Premises Licence
For Tuesday each year of the Regatta "week".**

I am writing in support of Henley Royal Regatta's application for a new Premises Licence for the Tuesday of the regatta week each year.

I am Headmistress of Putney High School, a girls' school in Putney, South West London, which educates over 1000 girls from the age of 4 to 18. In the last few years, I have seen the numbers of girls rowing in schools and clubs across the whole country burgeon. Rowing was traditionally a male sport at school age. However, four years ago, Putney High School opened its own boathouse on the Putney embankment after years of sharing the Wandsworth council boathouse at Barn Elms. We are seeing many other girls' schools attempting to expand in a similar way. Putney High School is part of the Girls' Day School Trust of 25 schools and at least half of these schools row. In my local area many girls' schools and clubs have either introduced rowing or significantly increased their provision for girls. Increased participation for girls in rowing is fantastic on many different levels (health, fitness, recreation, confidence) and at many events I now see more girls' crews entered than boys'.

We are moving to a time when women's success in sport (eg. rowing, rugby, football, hockey) is at least equal to and sometimes exceeding that of their male counterparts. Adding a day to the Henley Royal Regatta schedule would enable equality in this world leading, prestigious and visible event as HRR does not currently have an equal number of school age girls' and boys' events. I also know that their timetable is congested and so the option of introducing a new girls' event into the existing schedule is not possible.

In order to ease the congested timetable and add additional categories for women and girls, they need to operate an additional day. It is my understanding that the introduction of a Junior Women's Eight (JW8+) for school age girls who row either at school or for their local clubs is being considered and I am fully in support of this move to address equality at the regatta. This would be the 'icing on the cake' for the school aged girls' rowing in schools and clubs. It would encourage even more girls to row and aspire to compete at the top level and fit very well with other events in the regatta schedule, particularly Henley Women's Regatta and National Schools Regatta.

I understand that the event must remain commercially viable and HRR needs to be able to provide the spectators with hospitality, hence the need to apply for the new licence for the Tuesday, to sit along-side the existing Licence which has been operating successfully for years.

Yours faithfully,

Suzie Longstaff
Headmistress

Putney High School
Headmistress: Mrs Suzie Longstaff BA MA PGCE
35 Putney Hill London SW15 6BH
putneyhigh@put.gdst.net www.putneyhigh.gdst.net
Senior School: 020 8788 4886

Head of Junior School: Mrs Pippa Page-Roberts BEd (Hons)
Junior School: 020 8788 6523

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London SW1E 5DH

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gsa

Girls
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Karen Court

From: Anne Buckingham <goannego@gmail.com>
Sent: 20 June 2019 23:32
To: Licensing
Subject: Henley Regatta - New Premises Licence for the Tuesday of each year of Regatta "week"

Dear Sir/Madam:

My name is Anne Buckingham, and I am resident at 63 Gainsborough Hill, Henley-on-Thames RG9 1SS. I am actively involved in the rowing community, including with the board of Leander Club, as a training member of Upper Thames Rowing Club, and a volunteer with Henley Women's Regatta.

I noticed the publicity surrounding Henley Royal Regatta's application to add a Tuesday to the Regatta "week" each year. I write in full support of the plan, as it will first increase the access of women's events in the regatta, and secondly as it will relieve pressure on many aspects of the regatta and consequently the town of Henley.

As someone deeply committed to women in the sport of rowing, I could only be enthusiastic about the proposal to add more women and more women's events to Henley Royal. The Royal has made great strides since the days requiring founding of Henley Royal, and their drive to equality is to be admired. I naturally support that application. On a practical level, the very tight timetabling now required to support the substantially increased uptake of women in racing already requires expansion to increase the margins of safety.

I understand that in connection with the expansion to another day, a Premises License has been applied for by HRR. I presume the terms are identical to the other days. Given that the previous Premises License has been fine and functioning for decades without issue, I would fully support such an application.

Yours faithfully,

Anne Buckingham

--
Anne Buckingham, LL.M.
Tel: (07805) 456 901

Be well, do good work and keep in touch. - Garrison Keillor

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Karen Court

From: Tobi Clifton-Brown <acb@latymer-upper.org> on behalf of Head <head@latymer-upper.org>
Sent: 21 June 2019 09:44
To: Licensing
Subject: Henley Royal Regatta

Dear Sirs,

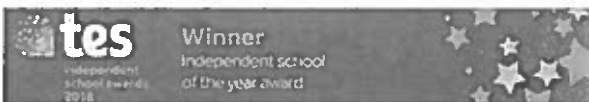
I write to support the licence application for a sixth day of racing at Henley Royal Regatta. A sixth day would bring many benefits to the event including easing the current timetable, which is currently very squeezed, and the opportunity to introduce extra categories for women rowers. Both these things would be positive steps for the Regatta and a licence for an additional day would allow the provision of hospitality for spectators, thus making the extra day commercially viable.

I understand that one of the new events being considered is a JW8+ and I fully support this proposal for several reasons. To begin with, this would help to create gender parity and equal opportunity at the Regatta, two concepts very much at the heart of the Latymer philosophy (we are a fully co-educational school) and of 21st century thinking generally. I feel sure that the introduction of this event would also lead to an increase in the number of junior rowers in the UK, as was seen when the Fawley and Diamond Jubilee events introduced new junior events. It would create more opportunities for girls to train and compete at the highest level of their sport which would be beneficial for their development, and an event such as this at Henley would support the increasing public profile which women's sport is now receiving. Overall, the introduction of this as a new category at Henley would boost not only Women's Henley but other important rowing events such as the National Schools Regatta. For all these reasons I am in full support of the proposal.

Yours sincerely,

David Goodhew
HEAD

020 3004 0491 | @latymerhead | www.latymer-upper.org
LATYMER UPPER SCHOOL | KING STREET | LONDON W6 9LR



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Karen Court

From: Phil Gray <phil@ulbc.co.uk>
Sent: 24 June 2019 11:17
To: Licensing
Subject: Support for Henley Royal Regatta license application

Categories: Representations

I am the Chief coach of the University of London Boat Club and our address is 81 Hartington Road, Chiswick, W4 3TU.

I am aware of the aim of Henley Royal Regatta to extend the Regatta by adding on the Tuesday of the Regatta 'week' each year - firstly to start to address the gender imbalance in the competition (by introducing more women's/junior women's event) and secondly to ease the congestion in the existing format
In times of greater equality in all walks of life, extending the Regatta to allow more women to compete in this prestigious event should be supported. In terms of the already busy rowing programme, it must also be necessary to fit more into the timetable.

As one of the leading university rowing programmes in the country, particularly developing women's rowing over the past few years we would strongly encourage any initiative to grow the sport for all. Having ran our men's and women's programmes together for almost a decade now we have been desperate for the Regatta to include women's events to match the men's so that both our squads can race on the same stage and build our season around the same event.

My understanding is that to make the expansion viable - including making the 'extra' day's rowing enjoyable for those spectators - HRR has applied for a Premises Licence for the Tuesday each year, on the same terms as the existing Premises License which covers the remainder of the Regatta week.

As the current Premises License (for the Wednesday through to Sunday) has been operating successfully for many years, i wish to lend my whole support to this application for the reasons set out above.

If i can provide any more details to help support this application please don't hesitate to contact me.

Regards

Phil

--
Phil Gray
Chief Coach
University of London BC
07939 043776

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Karen Court

From: Thomas Garnier <tjcg@pangbourne.com>
Sent: 25 June 2019 10:17
To: Licensing
Subject: Henley Royal Regatta - extension to Premises License

Categories: Representations

Dear Sir/Madam

I am writing in support of Henley Royal Regatta's application for an additional day's Premises License, for Tuesday of Regatta Week, which will allow the Regatta to increase the number of events for women.

I am Headmaster of Pangbourne College, a coeducational school which has a strong tradition of rowing. Approximately one third of our pupils, boys and girls, take part in the sport. For the boys, competing at Henley is, for most of them, the pinnacle of their athletic ambitions. This is undoubtedly because of the global reputation of the Regatta, the very special atmosphere which the course and town affords, and the consistently high quality of racing. To win an event at Henley is something which is never forgotten and the College is proud to have won the Princess Elizabeth Challenge Cup four times.

In recent years, and particularly since the 2012 Olympics, there has been an explosion in the number of women taking part in rowing. This has been seen especially at junior level and as a committee member of the National Schools Regatta, I speak with first hand experience of the changes we have had to make to accommodate them. The point for Henley is that it can reasonably be expected that many of these girls will want to continue competing in the sport as they move on to university or to clubs as adults. Women's Henley, which takes place two or three weekends earlier, has always felt like the poor relation to Henley Royal Regatta and it is greatly to be welcomed that the HRR Committee is intent on increasing the opportunities for women to compete at the Regatta. This will benefit the sport greatly, will help drive standards in women's rowing even higher, and will provide the same aspiration for girls at my school (as at others) that the boys already enjoy.

In order to accommodate their plans for more events for women, the Regatta needs to add one more day's racing, on the Tuesday. But in order to make this financially viable, a Premises License for Tuesday which will enable the Regatta to provide the spectators with hospitality will be essential. This would sit alongside the existing Licence which has been operating very successfully for years. I would ask that the License is granted.

Yours faithfully

Thomas Garnier
Headmaster
Direct line: 0118 976 7417
Main switchboard: 0118 984 2101
pangbourne.com

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Karen Court

From: Peter Jacobs <peterjacobs62@hotmail.com>
Sent: 25 June 2019 13:51
To: Licensing
Subject: <no subject>

Importance: High

Categories: Representations

Peter Jacobs

Dear Sir/Madam,

As part of the public consultation I wanted to write to support the Henley Royal Regatta (HRR) application for a new premises license (dated 30th May 2019 on the Wokingham Borough Council site) for the Tuesday of regatta week. Henley Royal Regatta is the world's leading river-based regatta and brings great esteem to Henley and the locality. Its anticipated expansion of the programme for further women's events will be supported by the additional timetabling available from the extra day of the regatta.

Given that the regatta week starts with crews arriving for qualifiers on the Friday before the main regatta any additional congestion caused by spectators from a Tuesday start is likely to be marginal.

Best regards

Peter

Peter Jacobs
Matson House
Matson Drive
Remenham
RG9 3HB
07711 442419

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Karen Court

From: Sarah Miller <cllr.sarah.miller@gmail.com>
Sent: 25 June 2019 14:55
To: Licensing
Subject: HRR

Categories: Representations

I would like to support fully Henley Royal Regatta's application for a Premises Licence.

An additional day is vital for the event to allow more women rowers to take part as well as other huge advantages to the town.

Kind regards

Sarah Miller

Cllr. Sarah Miller | Henley Town Council | Tel: 07909 442 019

Chair - Town & Community
Chair - Events Committee

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Karen Court

From: Helen Barnett <H.Barnett@henleytowncouncil.gov.uk>
Sent: 25 June 2019 19:27
To: Licensing
Subject: Support for the Tuesday of Regatta

Categories: Representations

As the Town & Community Manager of Henley Town Council; I represent all of the retail, hospitality and commercial businesses in the town of Henley on Thames.

Henley Town Council fully support an additional day of racing on the Tuesday of the Henley Royal Regatta. This is also supported by the Henley Business Partnership as it is seen as a bonus to the town.

An additional day will enable the racing to be spread out, and the ladies additional race time. It will be easy to execute an additional day with the infrastructure and operational logistics already in place for the rest of the regatta.

The Henley Royal Regatta works incredibly well in and for the town and helps the local business.

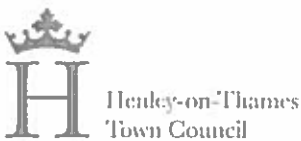
The HRR is supported superbly by all the agencies and businesses to ensure that each year it is successful.

Many thanks

Kind regards

Helen

Ms Helen Barnett
Town & Community Manager
Henley Town Council, Town Hall, Market Place, Henley-on-Thames, Oxfordshire. RG9 2AQ.
DD: 01491 630082. M: 07702 884321



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Karen Court

From: George Hammond <gwhammond@dsl.pipex.com>
Sent: 25 June 2019 10:23
To: Licensing
Subject: HRR Premises Licence Application
Attachments: HRR Licence support.doc; HRR Site Notice.pdf

Categories: Representations

Dear Sirs

Please find attached support for Henley Royal Regatta's Premises Licence application

Kind regards

George Hammond

07850 460317

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NATIONAL SCHOOLS' REGATTA

Manor Farm, Rowsham, Aylesbury HP22 4QP

Wokingham Licensing Authority

25th June 2019

Dear Sirs,

Henley Royal Regatta's application for a new Premises Licence for Tuesday each year of the Regatta "week".

On behalf of the National Schools' Regatta committee I wish to support the addition of an extra day's racing at Henley Royal Regatta to enable the addition of more women's events at the Regatta.

The National Schools' Regatta have had girls racing for almost 40 years and numbers have grown as the sport gains popularity. In 2000 there were 560 girls competing and this had grown to 2,300 in 2018, which in turn means numbers at University and Club level has also increased and at the moment none of these have an opportunity to race at HRR.

The effect on the International success of GB Junior Sculling when HRR include an event is shown by the results after the Diamond Jubilee Challenge Cup for Girls' Quadruple Sculls was introduced. In the 7 years prior to inclusion of this event, seven sculling crews were sent to the Junior World Rowing Championships but only achieved 1 Bronze medal. In the 7 years after the event was included, eleven crews were sent and achieved 2 Gold, 2 Silver and 1 Bronze.

The need for more Women's events at HRR is now very pressing and to achieve this, the Regatta will have to add an extra days' racing as, in all fairness, none of the present events can be reduced or removed.

HRR already has the infrastructure in place for racing to start on the Tuesday but the need to be able to operate its hospitality facilities for spectators and supporters as income from these is vital for the economics of the Regatta.

Henley Royal Regatta is a most professionally run event and prides itself in working and engaging with local communities and stakeholders and co-operating with the Town of Henley for mutual benefit and an additional racing day will benefit all concerned.

The current Premises Licence has been operating successfully for many years and I wish to lend my support to this application for the reasons stated above.

Kind regards,

George Hammond
Chairman, National Schools' Regatta

Karen Court

From: Sue Dowling <Sue.Dowling@Blandy.co.uk>
Sent: 25 June 2019 17:35
To: Licensing
Cc: Karen Court
Subject: Henley Royal Regatta
Attachments: DG statement.pdf; appendix.1.pdf; Appendix 2.pdf; Annamarie Phelps statement.pdf

Categories: Representations

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Dear Sirs

**Henley Royal Regatta:
New Premises Licence application for "Tuesday" of Regatta "week"
Hearing: 22 July 2019**

Please find two statements/representations supporting the above application from:

1. Mr Daniel Grist, Secretary and Chief Executive of Henley Royal Regatta (with two appendices) and
2. Ms Annamarie Phelps CBE, Vice Chair of the British Olympic Association.

Kindly confirm safe receipt.

Note: In the event that your server will not accept the attachments we will send them individually with the subject Hearing (HEN101/7) 1 of 4 etc...

Yours sincerely

Sue Dowling
Partner
Employment; Business Immigration; Venue Licensing
For and on behalf of Blandy & Blandy LLP
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**In the matter of a Premises Licence Application
By Henley Royal Regatta
Lion and Blandy Meadows, Riverside Fields,
Henley on Thames
Before Wokingham Licensing Authority**

Statement by Mr Daniel Grist

I, Daniel Grist, Secretary and Chief Executive, Henley Royal Regatta, of Regatta Headquarters, Henley on Thames, Oxon, RG9 2LY, state as follows:

1. I make this statement in support of Henley Royal Regatta's (HRR) application for a new Premises Licence. This application is listed before the Licensing Sub-Committee at Wokingham Borough Council on 22 July.
2. The nature of the application is simple; a new Premises Licence is sought to enable Henley Royal Regatta to conduct licensable activities on the Tuesday of the Regatta "week" each year. If issued, this Premises Licence would be in the same terms (allowing the same licensable activities, during the same hours, and subject to the same measures) as currently apply to the (same) licensed Premises under HRR's existing Premises Licence (PR0242) which authorises licensable activities from Wednesday through to Sunday, each year, for the Regatta.
3. The existing licensed Regatta site is at Lion and Blandy Meadows, Riverside Fields, Henley on Thames. This Regatta site is an area of land just over the bridge from Henley Town centre to the left of the A4130. The plan at Appendix 1 shows the general location of the current licensed "Premises" (under Premises Licence PR0242) in relation to Henley on Thames and in relation to the village of Remenham. If the new Licence is issued, it would relate to exactly the same site.
4. The Site Notices and newspaper advertisement explained the scope of the proposed "Tuesday" licence:

" Proposed licensable activities: on the Tuesday of Regatta "week":

Live music performances from 11:00 to 19:30 & the Sale of Alcohol by retail from 10:00 to 20:00, each year on the Tuesday of the "Regatta week". [Opening Hours 08:30 to 20:00].

The proposal is that Henley Royal Regatta will run from Tuesday to Sunday (instead of Wednesday to Sunday) each year to allow for more women's rowing in the competition. Excluding Tuesday, the "Premises" are already licensed under Premises Licence PR0242. This application seeks an identical Premises Licence to PR0242 for the "additional" Tuesday each year. If granted, the new Licence would be "appended" to Premises Licence PR0242, so that the Regatta "Premises" would be operated in the same way, subject to the same measures to promote the licensing objectives, from Tuesday through to Sunday each year."

5. The rationale for the new one day (Tuesday) indefinite licence is essentially two-fold firstly (and crucially) to start to achieve greater gender diversity in the competition and secondly to allow the existing races to be spread out to build in a better 'breathing' space between them and/or to relieve pressure especially with regards to the days with early starts and late finishes.
6. Specifically HRR wishes to add new races to the Regatta, primarily focussed for women and junior women, to encourage a more inclusive equal opportunity sporting event, at this renowned annual sporting event. With the planned expansion of the Regatta (by one day), this will provide greater access to women and girls with the opportunity to compete at this prestigious event. It will also help to relieve the pressing need generally to include more women's events nationally. There has been considerable support for this initiative from various bodies including from Universities both nationally and internationally.
7. The current situation is that there is an imbalance in the top standard opportunities in competitive rowing available to women as compared to those available to men. With a view to taking steps to start to address the gender imbalance at its Regatta, HRR reviewed its existing racing schedule with a view to including more rowing for women. Unfortunately, the schedule is currently so packed with races, it does not allow for any additional women's races to be added. Hence HRR's wish to add an "extra day" to the HRR "week", at the start of the competition i.e. the Tuesday of each Regatta "week", with the aim of integrating additional races for women and junior women into the whole week's programme.

8. If the Premises Licence is granted, it is anticipated that the extension of the event by one day will allow female athletes (from Seniors; University students, club rowers to Juniors) of different levels (international level through to club level) to compete with the benefit of developing these accomplished athletes and providing part of the pathway, for the most talented, through to the Olympic team.
9. This is a significant opportunity for athletes and one HRR is proud to support and encourage. From our research in the lead up to this application and from the reaction since issue of the application, there is strong support for the rationale behind this extension of the competition, as demonstrated from the positive representations lodged with the Licensing Authority and by the letters of support attached at Appendix 2 to this statement. As will be noted from Appendix 2, Henley Women's Regatta (HWR) (which is a separate organisation to HRR) is also very supportive of the planned expansion of HRR.
10. The second reason for adding an extra day to the Regatta is to enable the existing races to be spread out a little more and for the length of the racing day to be better managed. The current Schedule is very close to its maximum capacity resulting in the races being scheduled in close succession and logistically, it makes sense to spread the races over a longer period. Certainly doing this is likely to promote the licensing objective of safety for those competing.
11. It has been suggested that the existing Schedule could be better organised – spreading races over lunch and afternoon tea breaks but this is not feasible due to a number of reasons including the fact that all the volunteers (who play a significant role at the Regatta each year) also need a break in the Schedule. In 2019 we have seen the highest ever entry of crews. The previous highest number of crews was 627 in 2016, but this year, 660 crews have entered the competition. This year the Schedule has already been stretched as much as possible with races starting earlier and ending later. The Schedule is consequently seriously congested and there is no viable option (to support the aim of introducing more women's/junior women's races) but to add an additional day.
12. In operational terms, the 'extra day' would be operated in exactly the same way as the Regatta operates during Wednesday to Sunday. As the infrastructure for the Regatta has been erected well in advance, this would not change under the proposed licence i.e. the build-up/take down times would be unaltered by the extra day's operation. All the

measures that currently apply, to ensure that the Regatta is an excellently run event, (for example pre Regatta 'Blue Light' meetings; liaison with Wokingham Borough Council for example regarding the implementation of road closures/one way traffic systems) will also apply – in short there will be no distinction between the operation (both licensable and non-licensable) on the Tuesday each year, to that taking place the rest of the week under the existing Premises Licence.

13. It should also be appreciated that this is not a "money-making" exercise by HRR. Indeed, it is anticipated that for a number of years, operating HRR for an additional day, will not result in any increased profit due to the fact that there will be considerable additional expenses involved (for example in providing security and stewarding staff; hire costs for infrastructure/facilities etc.). Thus the extra expense in running additional events on Tuesday will be set off (and in the early years, is highly likely to outstrip) the revenue generated from the hospitality facilities for the attendees. For at least the first few years, the additional day's operation will consequently have to be financially supported out of HRR reserves.
14. The Regatta has enjoyed an excellent record in terms of its operations both licensable and non-licensable for many years. The Regatta is not a late-night operation – licensing hours would again cease by 8pm on the extra Tuesday - again consistent with the current Premises Licence for the remainder of the week. Following the Regatta each year, there is an extensive de-brief when all aspects of the operation are reviewed to see whether there are refinements necessary to bring about improvements. Following the Regatta in 2018, all of the Responsible Authorities agreed that there was nothing negative of note.
15. Notwithstanding the above and particularly the rationale behind the wish to expand the Regatta by a day each year, HRR is not complacent about the fact that those living and working in/near Henley on Thames (on both sides of the river) wish to be able to go about their lives without undue inconvenience. Many local residents and businesses are staunch supporters of the Regatta and this is perhaps unsurprising in view of the fact that not only is it an excellent competition (both to compete in and to spectate at) but also as it brings considerable benefits to the local community.

16. In 2017, HRR commissioned Sheffield Hallam University to undertake some research about the Regatta and its impact on the local community. Around 7,000 people were surveyed and 97 businesses in the town contributed to the research. Some headlines were:

Business contributors:

- 70% of businesses said they were busier during Regatta
- 69% said the overall effect on their business was positive
- Collectively, the spending by visiting spectators on accommodation and other items represented additional expenditure in the town of £3.74m.

Visiting spectators:

- 92% said they would recommend the Regatta to others
- 88% planned to return to the Regatta in 2018

Henley-based spectators:

- 97% were proud that Henley-on-Thames hosted the Regatta
- 95% said the Regatta made a positive difference to where they lived
- 75% thought the event brought the community closer together

Overall, the local economic activity generated by the Regatta in 2017 was estimated to be just under £10 million.

17. Whilst these financials are very important to the area, the appeal of the Regatta is clearly much wider than this – it's an inspirational opportunity for rowers to participate in a world-class event and for spectators to attend a colourful and prestigious occasion. Indeed HRR makes every effort to balance the event so that it is as inspiring for spectators and participants alike.

18. HRR is cognisant of the fact that whilst many of the residents in Remenham are supportive of the Regatta, the development of the sport of rowing and increasing the number of events for women, some hold the view that HRR's aims could be achieved without the addition of an extra day. Reference has been made to more rowing being squeezed into the Finals Day or over the breaks for lunch and afternoon tea, but this is not feasible, for the reasons articulated above and in any event, would still not provide the capacity in the schedule to

accommodate the additional women's events. Further, HRR has to balance an efficient timetable with due consideration for health & safety issues for all users of the river, not just those athletes participating in the Regatta.

19. Finally, HRR has met with local residents before and after issue of this application to discuss their observations relating to the proposed extra Regatta day – with a view not only of resolving concerns about this particular licensing application, but also looking to the future.

20. I confirm that at a recent HRR Committee meeting, there was genuine recognition amongst the members of the need to improve communication and consultation, and to engage more actively with Remenham Parish Council/the residents of Remenham. To this end, we have already written to confirm that the HRR Committee will be expecting to discuss, at its next meeting after the 2019 Regatta, how to take forward the possible establishment of a constructive and discursive forum. Copy correspondence relating to recent discussions with local residents is also included at Appendix 2.

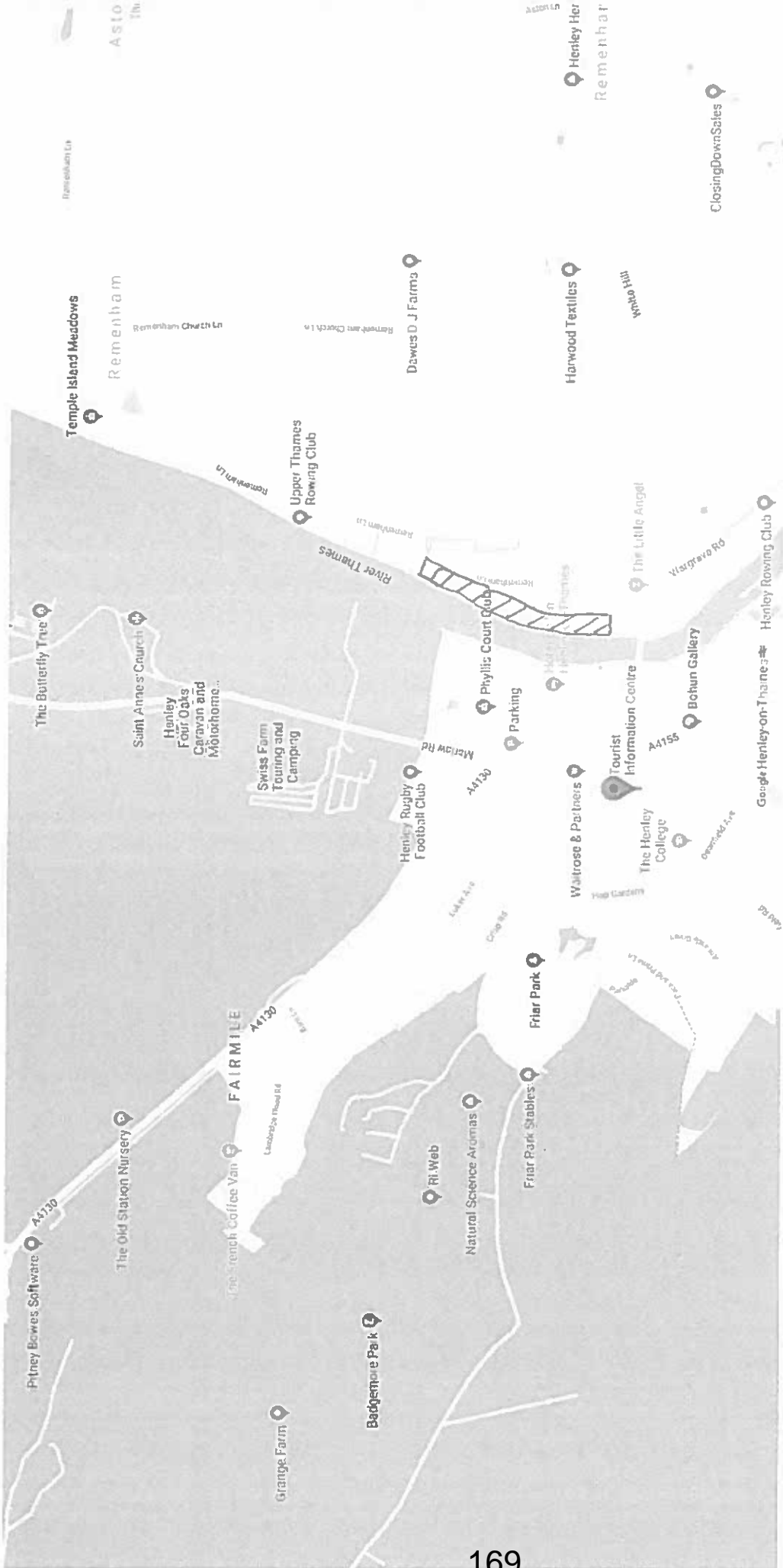
21. I confirm that the facts set out in this statement are true. I am content to elaborate on any specific points at the Hearing in July 2019, and may add to this statement (either in writing or at the Committee Hearing) following consideration of any negative representations against the grant of the application.

Signed

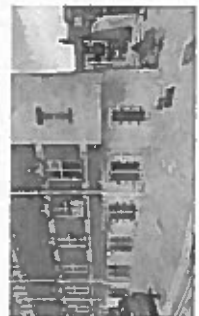


Dated

25th June 2019



APPROXIMATE
LOCATION OF HENLEY ROYAL
REGATTA "PRENDES"



Tourist Information Centre

- 1.0 • (1)
- Focus Information Centre
- 📍 Location
- 📄 Save
- 📏 Measure
- 📷 Street View

Appendix 2

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Patrons: Sir Steven Redgrave CBE and Dr Lady Ann Redgrave
Chairmen: Miriam Luke

8th February 2019

9 Chiltern Close,
Henley on Thames
Oxfordshire
RG9 1RH

To Daniel Grist on behalf of Henley Royal Regatta,

I am writing to you to show our firm support for the future inclusion of more women's and girls' events in Henley Royal Regatta (HRR). Henley Women's Regatta (HWR) was originally set up over thirty years ago to enable women to compete over the iconic Henley rowing course since no events were currently offered at the Royal Regatta.

Gradually women's events have started to be included and now HRR offers the full spectrum of events for Championship/international standard crews. This enables only very few women to compete at HRR however the majority of national level women at UK Clubs, Universities and Schools do not have this opportunity. The demand for women to race at HRR in a club, university and junior girl's event is huge, not only has women's participation in rowing grown dramatically over the last two decades but the standard of racing had improved and is incredibly competitive. The entries for HWR has doubled over the last 20 years and many women's crews then go onto try and qualify for HRR the following weekend. However only a very small percentage qualify and for the few places that are currently offered.

HWR therefore supports the addition of more women's and girls' events into HRR so that they have the same opportunity to race at the pinnacle event for rowing in the UK as the men and boys at their clubs, university and school. However to expand the number of events to create this opportunity will mean that the regatta will need to extend to a six day regatta.

HRR is a highly experienced event owner that has expertise to stage a world-class regatta and we value how HWR works in partnership with HRR in planning the timing of the build, use of the course and pontoons for boating. HRR has the expertise to deliver this extension of the regatta. HWR has worked hard over the last few years to engage the local community, stakeholders and local residents and we recognise the importance of working with these important groups. We are pleased to see that HRR is going about this proposed extension responsibly by engaging with these local stakeholders and considering their needs along with the increased economic benefit to the town. Crews and visitors bring additional income to local businesses and householders as most stay locally with families and eat in local restaurants. They stay in the town and the families and crew hosters feel part of the regatta and the excitement it brings to Henley.

Henley Women's Regatta (HWR) Ltd is registered in England – Co. Number 9568093
Registd Adrs c/o Gardner Leader LLP, First Floor, 7 Frascati Way Maidenhead, Berkshire, SL6 4UY
Registered for VAT – Reg. No 203 3022 80

We look forward to our continued partnership and supporting you in this proposal to extend the regatta to provide this equality of opportunity for women and girls who row in the UK,

Warm regards,



Miriam Luke

Chairman of HWR

Henley Women's Regatta (HWR) Ltd is registered in England – Co. Number 9568093
Registd Adrs c/o Gardner Leader LLP, First Floor, 7 Frascati Way Maidenhead, Berkshire, SL6 4UY
Registered for VAT – Reg. No 203 3022 80



Patron: Her Majesty The Queen

HENLEY ROYAL REGATTA

Regatta Headquarters, Henley-on-Thames, Oxfordshire RG9 2LY

18th March, 2019

G. W. Hammond Esq.,
Chairman,
National Schools' Regatta
Manor Farm,
Rowsham
Aylesbury HP22 4QP

Dear George,

Confidential - Possible Expansion of HRR

Further to our recent conversation, I write to ask for your support in assisting Henley Royal Regatta ("HRR") with plans to expand our annual event from five days to six, primarily to allow us to include further events for women, reflecting their increasing participation in rowing.

Henley Royal Regatta is the pre-eminent, river-based international rowing regatta that has an unparalleled tradition, and where participation and winning command pride of place in the hearts of all oarsmen and oarswomen around the world.

The Regatta has undertaken a review of its existing racing schedule as we very much want to include new events into our programme, especially new events for women.

The difficulty we encounter is how to integrate additional women's events into an already congested racing programme.

Following the review, we have concluded that this can only be achieved by adding an extra day to our calendar and we are therefore considering plans to expand the Regatta by commencing the competition a day earlier - on the Tuesday rather than on the Wednesday of Regatta 'week'.

We believe that this expansion would encourage and enable greater participation of women in the Regatta than is currently the case and provide greater variety in the rowing programme with obvious benefits for the spectators.

Telephone: 01491 572153 Fax: 01491 575509 www.hrr.co.uk

Henley Royal Regatta is a company limited by guarantee registered in England and Wales with Company No. 10755921

The Regatta, like most professionally-run sporting events, is heavily reliant on income received from hospitality offered to spectators in order to meet the considerable costs involved in staffing and managing the event safely. In context, this means that expanding the Regatta's timetable would need to go hand-in-hand with our hospitality facilities being fully open to spectators.

Imperative to the proposed expansion would be that HRR can obtain authorisation under the Licensing Act 2003 for the provision of our hospitality facilities on the extra day - along the same lines as are currently permitted under its existing Premises Licence for Wednesday to Sunday of Regatta week.

The purpose of this letter is to ask you if you would be willing to provide support for this proposed expansion, as this would demonstrate to the various stakeholders (including the Licensing Authority and Responsible Authorities) that there is clear backing for the scheme which, in turn, would enable us to champion the greater participation of women in competitive rowing.

In terms of local support, it is important to stress that Henley Women's Regatta is fully supportive of this proposed expansion and I enclose, for your information, a copy of their letter in this regard.

If you consider that your organisation is able to support this initiative, would you kindly provide me with a letter or email of support, and confirm that you are happy for us to disclose your support to the various stakeholders, particularly in the context of consultation concerning any necessary application under the Licensing Act 2003.

On behalf of the Regatta's Committee of Management, I thank you in advance for any support you are able to give and if you have any questions, please do not hesitate to contact me.

Yours sincerely,



Daniel Grist
Secretary & Chief Executive
dgrist@regattahq.co.uk



March 29, 2019

Daniel Grist
Secretary & Chief Executive
Henley Royal Regatta
Regatta Headquarters,
Henley-on-Thames,
Oxfordshire,
RG9 2LY, England

Daniel,

I am writing in my capacity as head women's coach for the US Olympic rowing team to express enthusiastic support for an expansion of the Henley Royal Regatta so as to enable the future inclusion of more women's and girls' events.

Since being named head women's coach of the US national team in 2001, I have brought my crews to compete at Henley on four separate occasions, winning the Remenham Challenge Cup for international level eights three times along with a win in the Princess Grace Cup for quadruple sculls. These experiences, over multiple quadrennials, very much helped shape and mold my athletes as they prepared for their respective Olympic games.

Racing at Henley, with its two-lane side by side format and huge crowds on the banks, is unlike any other race in the world. From the draw in the Henley town hall to the tradition and pageantry of a finals Sunday, competing at Henley is the experience of a lifetime and one that neither my athletes nor I will soon forget.

Despite the tradition, much has changed at Henley Regatta since US women's crews have started to make our regular visits. In 2001 there were only a scattering of women's events, all at the open or international level. Today there is near parity between male and female events from international down through university and club level. The one remaining gap is for young rowers, especially girls.

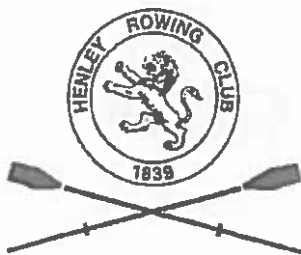
Having events for young girls, given Henley Regatta's visibility and prominence, is critical for continued development of women's sports generally and rowing in particular. An American school age girl who has the opportunity to compete at Henley is more than likely to develop into an accomplished athlete and student who goes on to row during her collegiate years and may even trial for the Olympic team.

With the five days of racing now fully packed, expansion of the calendar to a six-day format will enable the Stewards to add these events. As such, I am firmly supportive of the Regatta's plans and urge that the necessary regulatory bodies allow this to happen. In reaching out to its US stakeholders, Henley Regatta has shown that it has the commitment and expertise to deliver upon this promise. Please enable them to do so.

Yours sincerely,

Thomas Terhaar

The United States Rowing Association
2 Wall Street Princeton, NJ 08540 609-751-0700 Fax: 609-924-1578
Member: United States Olympic Committee, Federation Internationale des Societes D'Aviron (FISA)



HENLEY ROWING CLUB

Daniel Grist
Secretary and Chief Executive
Henley Royal Regatta
Regatta Headquarters
Henley-on-Thames
RG9 2LY

3rd April 2019

Dear Daniel

I write to support Henley Royal Regatta's (HRR) initiative to expand the regatta from five days to six, primarily to be able to include further events for women.

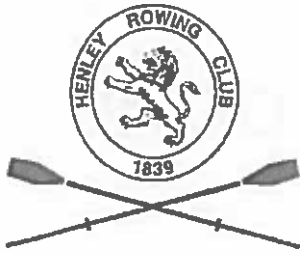
Henley Rowing Club has seen a rapid growth in women's rowing, which is mirrored within the sport world-wide, not just in the numbers participating in the sport but also in the standard of racing. There is a great demand for national level women's club, university and junior competition which was recognised over 30 years ago with the establishment of Henley Women's Regatta which has grown into a prestigious event since its inauguration in 1988, demonstrating the exponential demand from national and international women rowers for high-level competition.

Henley Royal Regatta is a forward-thinking organisation that wants to offer greater opportunities to young women rowers as there are few events currently on offer at the regatta. This expansion of the regatta programme is aligned with the aims and development plans of Henley Rowing Club to continue to build on the success of our women's squads and increase participation in the sport. It also supports the increasing participation world-wide by women in rowing. In addition, this expansion will provide greater variety in the rowing programme with obvious benefits for spectators and the wide community as well as bringing other benefits to the local area, including local businesses and hosting families.

HRR have undertaken a thorough review of its existing racing schedule and have concluded that in order to achieve this expansion, a sixth day will be needed as the current racing programme is already congested. We can see that HRR is going about this proposed expansion responsibly by engaging with its stakeholders and considering their views within their proposals.

Our president, Miriam Luke, is also Chairman of Henley Women's Regatta who we understand are also supportive of HRR's proposed expansion.

Henley Rowing Club Charitable Incorporated Organisation (Registered Number
1178400)
The Boathouse, Wargrave Road, Henley on Thames, Oxfordshire, RG9 3JD



HENLEY ROWING CLUB

HRR has shown itself through the many years of regatta organisation to be a highly experienced operator and Premises Licence holder with experience to successfully organise a regatta of the highest level and regard world-wide.

We fully support you in your proposed expansion plans to provide increased opportunity for senior and junior women rowers.

Yours sincerely

Helen Turnell
Chairman of HRC

Henley Rowing Club Charitable Incorporated Organisation (Registered Number
1178400)

The Boathouse, Wargrave Road, Henley on Thames, Oxfordshire, RG9 3JD

7178



4th April 2019

Dear Daniel

I am writing in response to your enquiry about what British Rowing's view is of the proposed expansion of Henley Royal Regatta to include a sixth day. I am doing so in the knowledge that you may wish to use this letter publicly or as part of your application.

British Rowing is wholly supportive of the plans for the Regatta to expand. Indeed, we positively welcome it.

It will be obvious to anyone who attends the current five days that the racing programme is jam-packed to the point of congestion. It is also clear, though, that it merits expansion – not least because despite the very welcome addition of women's events in recent years, there are still not enough of them.

My understanding from Henley Women's Regatta is that they welcome the expansion of women's events at Henley Royal Regatta, and it should go without saying that we, as the National Governing Body, are very keen to see equal opportunities for competition at the sport's premier event of the calendar. Moving towards that aim is clearly possible in one of only two ways: a contraction of the existing programme, or an expansion of the number of days available. It would be a great pity to reduce the number of opportunities for current crews to compete, which leaves only one option: for the Regatta to grow. We hope to see this happen as soon as possible.

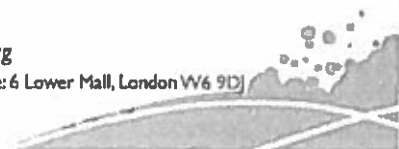
I suspect and hope that a sixth day will be broadly welcomed elsewhere. Having attended myself for more than twenty-five years, I can attest to the fact that the Regatta is expertly run and wonderfully managed. I would imagine that the economic benefits it brings to the town are clear, and facilities are obviously in place from well before the week that it starts. All those things considered, it would seem perverse not to kick off a day earlier, particularly when in doing so it can be such a huge positive to the sport of rowing.

If it is helpful for me to speak to anyone directly on this matter, please do not hesitate to ask.

With best wishes

Yours sincerely

Mark Davies
Chair



Mr Daniel Grist
Regatta Secretary
Henley Royal Regatta
Regatta Headquarters,
Henley-on-Thames

88 Milson Road
Cremorne Point NSW 2090
Australia

5 April 2019

Dear Mr Grist,

We are two Stewards who are based in Australia. There has been a huge spike of interest in the Regatta in Australia over the last years since the live streaming has made it visible and accessible to rowers from all over the world. Every young rower now aspires to be able to compete in the Regatta as one of the peaks of his or her rowing career. A rower's career is not complete without a Henley experience. We are seeing more and more Australian rowers and scullers enquiring about the possibility of racing at Henley, and expect that this is happening in other rowing nations around the world.

The proposal of the Stewards to expand the regatta to a sixth day will allow for some more events to be added to the program, to cover some areas not covered by the current events, but possibly also to increase the number of crews who are able to enter in some existing events. This is of great importance to overseas rowers who would welcome the increase in the number of opportunities to compete at the regatta proper, rather than simply the qualification races, which are difficult for overseas rowers to attend. Of course, there will be added opportunities for British rowers as well and overseas rowers will have to earn their places, but the extra day of racing means that there will be more opportunities offered for rowers from all over the world.

Recognising Henley Royal Regatta's importance in the world of rowing, we are very supportive of the expansion of the regatta, from the point of view of all rowers.

Kind regards,

John Boulton

John Boulton

Sarah Cook

Sarah Cook



NATIONAL SCHOOLS' REGATTA

from: Chairman, Manor Farm, Rowsham, Aylesbury, Bucks HP22 4QP

Daniel Grist
Henley Royal Regatta
Henley on Thames
RG9 2LY

5th April 2019

Dear Daniel,

On behalf of the National Schools' Regatta committee I wish to support the addition of extra Women's Events at Henley Royal Regatta.

The National Schools' Regatta have had girls racing for almost 40 years and numbers have grown as the sport gains popularity. In 2000 there were 560 girls competing and this had grown to 2,300 in 2018, which in turn means numbers at University and Club level has also increased and at the moment none of these have an opportunity to race at HRR.

The effect on the International success of GB Junior Sculling when HRR include an event is shown by the results after the Diamond Jubilee Challenge Cup for Girls' Quadruple Sculls was introduced. In the 7 years prior to inclusion of this event, seven sculling crews were sent to the Junior World Rowing Championships but only achieved 1 Bronze medal. In the 7 years after the event was included, eleven crews were sent and achieved 2 Gold, 2 Silver and 1 Bronze.

The need for more Women's events at HRR is now very pressing and to achieve this, the Regatta will have to add an extra days' racing as, in all fairness, none of the present events can be reduced or removed.

HRR already has the infrastructure in place for racing to start on the Tuesday but the need to be able to operate its hospitality facilities for spectators and supporters as income from these is vital for the economics of the Regatta.

Henley Royal Regatta is a most professionally run event and prides itself in working and engaging with local communities and stakeholders and co-operating

with the Town of Henley for mutual benefit and an additional racing day will benefit all concerned.

We look forward to HRR being part of the continued and future success of Women's Rowing.

Kind regards,


A handwritten signature in cursive script that reads "George Hammond". The signature is written in dark ink and is positioned to the right of the typed name.

George Hammond
Chairman NSR

Daniel Grist
Secretary and Chief Executive
Henley Royal Regatta
Regatta Headquarters
Henley-on-Thames
Oxfordshire, UK
RG9 2LY

By email: dgrist@regattahq.co.uk

23 April 2019

Dear Daniel, 

On behalf of Rowing Australia, I am writing to express our support of the Stewards' proposal for Henley Royal Regatta to expand its event to be over six days.

Over the last few years there has been a large spike in interest in Henley Royal Regatta here in Australia, particularly due to the enhanced live streaming, and also due to our country's rich history of racing at the event – including of course the AIF No. 1 crew that raced, and won the King's Cup, back in 1919 at the Henley Royal Peace Regatta.

Many rowers from across Australia now aspire to be able to compete at the regatta, with numerous athletes considering it to be the peak of his or her rowing career. We are seeing more and more Australian rowers and scullers travelling to Henley to compete and our own Men's and Women's Eights thoroughly enjoyed the racing experience in 2018, when they won the Grand Challenge Cup and the Remenham Challenge Cup respectively.

The proposal of the Stewards to expand the regatta to a sixth day will allow for more events to be added to the program and possibly increase the number of crews, both domestic and international, that enter into existing and new events. This is particularly of great importance to rowers from Australia who would welcome the increase in the number of opportunities to compete at the regatta proper, rather than simply the qualification races, which are sometimes difficult for Australian rowers to attend.

Of course, there will be added opportunities for British rowers as well and Australian rowers will have to earn their places, but the extra day of racing means that there will be more opportunities offered for rowers from all over the world.

Recognising Henley Royal Regatta's importance in the world of rowing, we are very supportive of the expansion of the regatta, from the point of view of all rowers.

Yours sincerely,



Ian Robson
CEO, Rowing Australia

P.O. Box 7147, Yarralumla, ACT 2600
P +61 2 6100 1115 F +61 2 6281 3910
W www.rowingaustralia.com.au
ABN 49 126 080 519



INTERNATIONAL
OLYMPIC
COMMITTEE
John D Coates AC
IOC Member

23 April 2019

Mr Daniel Grist
Regatta Secretary
Henley Royal Regatta
Regatta Headquarters
Henley-on-Thames RG9 2LY

Dear Mr Grist,

I am writing to support the increase in the number of days of the Henley Royal Regatta from five to six.

I do so with my background as a former President of Rowing Australia, Honorary Life Member of Sydney Rowing Club, long-serving Council member of FISA and current President of the Australian Olympic Committee.

I have also had the unique honour of being a prize-giver at the Regatta.

I am sure you will have noted the great increase of interest from schools and clubs in Australia to compete in the Regatta and I expect this phenomenon is not just in my country.

To row in the Henley Royal Regatta is an opportunity that all serious rowers covet.

The proposal of the Stewards to offer an additional day's racing will allow for some more events, thereby increasing the opportunity for overseas rowers who cannot always find time for the qualification races. Obviously this will also help British rowers.

I sincerely hope that the proposal of the Stewards can be accommodated.

Kind regards,

JOHN COATES

From: Daniel Grist

Sent: 24 May 2019 17:42

To: 'Richard.fletch@btconnect.com' <Richard.fletch@btconnect.com>; 'billronald@aol.com' <billronald@aol.com>; 'neilloganbrown@yahoo.co.uk' <neilloganbrown@yahoo.co.uk>; Felicity Rutland (felicitymrutland@gmail.com) <felicitymrutland@gmail.com>; 'jahwest@aol.com' <jahwest@aol.com>; 'johnmerkel53@aol.com' <johnmerkel53@aol.com>; 'rrmurdoch@btinternet.com' <rrmurdoch@btinternet.com>

Subject: HRR Meeting with Remenham residents

Dear All,

Thank you very much for taking the time on Wednesday to come to talk to us about the Regatta's future plans and for approaching the discussions in such a constructive way.

It was good to have the opportunity to properly explain the rationale behind HRR's plans to expand the Regatta to include the Tuesday each year, to take steps towards addressing the gender imbalance at the event and crucially to allow more breathing time within the existing events.

As we explained, there is significant support from Sport England to include more opportunities for women and girls and also from many other respected individuals and organisations from the rowing world. I thought I would enclose just two such letters of support - from British Rowing and Henley Women's Regatta – particularly as the latter was mentioned on Wednesday.

As also mentioned, the expansion of the Regatta to include Tuesday each year is unlikely to generate any profit for HRR; indeed it is anticipated that we will need to support the expansion from financial reserves for a number of years, but we firmly believe this is the right thing to do for the Regatta and the sport.

In terms of your views, although we know that you are supportive of the Regatta, it was good to hear this reiterated around the table on Wednesday. We also appreciate that your reservations do not relate to the operation of the Regatta per se, whether as currently operated or as anticipated for the extra day.

We understand that you have concerns relating to "event creep", specifically in terms of the late night activities of licensed venues, not under the control of HRR.

A few specific matters were raised at the meeting and as we did not have all the information to hand I wanted to respond on these points:

Research:

As Annamarie mentioned, in 2017 HRR commissioned Sheffield Hallam University to undertake some research about the Regatta and its impact on the local community. Around 7,000 people were surveyed and 97 businesses in the town contributed to the research. Some headlines were:

Business contributors:

- 70% of businesses said they were busier during Regatta
- 69% said the overall effect on their business was positive
- Collectively, the spending by visiting spectators on accommodation and other items represented additional expenditure in the town of £3.74m.

Visiting spectators:

- 92% said they would recommend the Regatta to others
- 88% planned to return to the Regatta in 2018

Henley-based spectators:

- 97% were proud that Henley-on-Thames hosted the Regatta
- 95% said the Regatta made a positive difference to where they lived
- 75% thought the event brought the community closer together

Overall, the local economic activity generated by the Regatta in 2017 was estimated to be just under £10 million.

Whilst these financials are clearly important to the area, the appeal of the Regatta is clearly much wider than this – it's an inspirational opportunity for rowers to participate in a world-class event and for spectators to attend a colourful and prestigious occasion.

Traffic:

We talked about traffic during Qualifying Races on the Friday before Regatta and it was mentioned that it might be beneficial to use a 1-way system in Remenham on that day. On reflection, given the high density of Boat Trailer traffic on that day, we suspect that this might make matters worse rather than better for local residents – with trailers aggravating the situation in the lanes.

At the moment we give instructions that:

- ALL Boat Trailers to go in and out through Leander Way rather than use Remenham Lane or Remenham Church Lane.
- Cars are instructed to do the same or enter the HRR Car Parks via the Little Angel end of Remenham Lane - we do not encourage them to go through Remenham village.

We will strengthen those instructions for this year and look at what we can do to get the vehicles off the road speedily but any further thoughts from you on this subject are most welcome.

The formal application:

We mentioned that although the Tuesday would not form part of the Regatta until 2020 at the earliest, HRR is keen to progress with the application for the one day license, hopefully allowing the crews plenty of time to start planning for the Regatta next year.

Accordingly, we have decided to issue the formal application next week so that the statutory 28 day consultation period will start to run. During that time, we would welcome the opportunity to continue consulting with you to further allay any concerns about our application.

At the meeting it was mentioned that some residents might feel the need to object to the application as a matter of principle. We would ask that, before you do so, to reflect again on the overriding principle of our plans, namely the aim of starting to address the current gender imbalance at the Regatta and provide more competition opportunities for women and girls.

We hope you can conclude that it is not necessary to object to this particular application, whilst perhaps still confirming to the Licensing Authority that you would present strong objections to any

unrelated applications which will clearly not have the same overriding sports-equality purpose. I think at the meeting Sue suggested that by adopting this specific approach the strength and credibility of your objections to any subsequent applications may be taken more seriously by the Wokingham Licensing Authority.

Once again I would like to thank you for your time and I remain happy to discuss these matters should you so wish.

With all best wishes,

Daniel Grist
Secretary & Chief Executive
Henley Royal Regatta

Direct: +44 (0)1491 571001

From: Neil Brown [mailto:neilloganbrown@yahoo.co.uk]
Sent: 29 May 2019 23:28
To: Daniel Grist <dgrist@regattahq.co.uk>
Cc: anthony West Rememham ; <jahwest@aol.com>; David Law <davidDlaw@msn.com>; Felicity Rutland <felicitymrutland@gmail.com>
Subject: HRR Remenham Meeting

Dear Daniel

Thank you for your letter which I am afraid I read with some dismay.

It says that you properly explained the rationale for the proposed extension. That is just about fair. You set out the broad aims of increasing women's events (a laudable intent) but told us that thinking on what events was not mature. Indeed I was left unclear as to whether the aim of the expansion was to provide a pathway or pinnacle.

It does not address the relationship between HRR and HWR. Whatever the legal niceties, this is the reality. Miriam Luke's letter shows the close relationship between them, from the original purpose (when HRR was closed to women), to the common senior officials of both, and the 'many' HWR participants who also seek to qualify for HRR. We explained the significant traffic impact and note from her letter that HWR has doubled in size.

You set out the broad aim of easing pressure on the racing programme but you were unable to say how many more events, races, competitors or spectators. So my question is why, before you have determined the scale of the increases (except in days) and therefore the impact of the expansion, you intend to proceed with the application now?

I asked you to look to steps to mitigate the impact on the village of the Friday time trial, especially if it is to be expanded. I mentioned boat trailers but this is only one aspect of the traffic for that event. You know that your instructions to drivers, whether of trailers or (especially) spectators have no legal effect. You should know that on Friday evenings large volumes of traffic approaching Henley already use Remenham Church Lane when White Hill is busy. We would be happy to continue to discuss this issue because your response does not begin to address the current problem never mind the impact of an increased Friday event which must follow if HRR is expanded. But you intend to proceed with the application now?

Your proposed course of action makes the recent meeting look like a box ticking exercise to clear the way for an application you were ready to

send anyway, rather than meaningful engagement. That is the same modus operandi of the commercial applicants which we routinely have to deal with. Meaningful engagement is key, not rushing through an application while so many questions are still unanswered, and certainly not having your lawyer effectively trying advise us on whether we should object to your application. Your haste in applying now when your thinking is so immature makes no sense. You have an opportunity to engage constructively with the local community but last week's meeting at short notice which most of us could not attend should have been the start of a process culminating in an application. Indeed we asked that that you meet with the whole of the community and especially the Parish Council; your haste to submit an application now implies that the meeting was designed to give WBC a perception of engagement with the local community.

Given that HRR is not a commercial event and indeed is a world class sporting event which, as a former rower, a member of HRR and someone who is still involved in rowing, I am proud to support, but your proposal to proceed in this way is a real disappointment.

Regards

Neil



Patron: Her Majesty The Queen

HENLEY ROYAL REGATTA

Regatta Headquarters, Henley-on-Thames, Oxfordshire RG9 2LY

6th June, 2019

N. L. Brown, Esq.,
The Old School House,
Remenham Lane,
Remenham. RG9 3DD

Dear Neil,

Thank you for your email of 29th May and my apologies for the delay in replying but I was on leave when it arrived.

I am glad the residents understand that the Regatta's intention to expand to allow for more women's events is laudable; indeed we believe it is imperative in order to underline our commitment to equality and inclusiveness, as well as to allow more breathing space in the existing programme. I thought Annamarie outlined clearly our aspiration to add two or three new events for women at the appropriate time.

As far as we are aware, Henley Women's Regatta is not about to expand, but I would urge residents to engage directly with the Chairman of HWR as we are not the same organisation and cannot speak for them.

The seeking of an extra day's licence is just one part of our overall investigations and because of the lead time in attaining a licence, we felt we needed to proceed with the application to get an answer, one way or the other, so we know where we stand.

Even if the application is successful, the Regatta's Committee will still not be in a position to confirm the timing of any extension without further considerable work.

Regatta representatives will be pleased to attend a future Parish Council meeting to listen to the residents' views, and we will do whatever is within our power to help address any concerns, including looking at traffic-related measures.

Continued overleaf ...

Telephone: 01491 572153 Fax: 01491 575509 www.hrr.co.uk

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Turning to your remarks regarding our lawyer, Sue Dowling, I think you have misinterpreted what she said. From the outset she made it very clear that she could not represent the residents and merely suggested that in her view alternative tactics might be employed to make the residents' position stronger.

Thank you, again, for taking the time to engage over these matters and I remain happy to discuss them further, should you so wish.

With all best wishes,

Yours sincerely,

A handwritten signature in black ink, appearing to be 'D. G. M. Grist', written over a horizontal line.

D. G. M. Grist
Secretary

Sue Dowling

From: Daniel Grist <dgrist@regattahq.co.uk>
Sent: 19 June 2019 16:34
To: Sue Dowling
Subject: FW: RFRA HRR objection
Attachments: HRR objection 2019 V2 .docx

From: Neil Brown [<mailto:neilloganbrown@yahoo.co.uk>]
Sent: 19 June 2019 16:29
To: Daniel Grist <dgrist@regattahq.co.uk>
Cc: Anthony West Rememham <jahwest@aol.com>; michaelrduddley@me.com; Nigel Gray Rememham <Pnigelgray@aol.com>; John Halsall Rememham <johnashalsall@gmail.com>; ronemerson@btinternet.com; David Law Rememham <daviddlaw@msn.com>
Subject: Fwd: RFRA HRR objection

Dear Daniel

We are grateful that your colleagues attended the last Parish Council Meeting. We hope that as well as a better understanding of the impact of HRR and associated events on the community in which it takes place, they got a sense that we do wish to work together in a constructive way. Put simply, we seek a long term voluntary relationship with HRR and HWR to be part of the long term planning to ensure that it takes account of the impact of the two events on Rememham.

Your lawyer will not doubt tell you that against narrow licensing criteria your application will succeed and that may be right. She will probably also tell you that our concerns are not all to do with HRR or legitimate licensing issues and that may also be right. But if you wish to co-operate we would ask that you withdraw the current application, to engage first, and in a meaningful way with us. We would like to arrive at the point where we can support changes to the license because have confidence in a sustainable long term plan.

Please let me know by close of play 21st how you intend to proceed so that we can submit our RFRA objection (draft attached) and individual objections before the deadline. We would rather it didn't come to that, and would be happy to discuss if that would assist.

Best wishes

Neil



Patron: Her Majesty The Queen

HENLEY ROYAL REGATTA

Regatta Headquarters, Henley-on-Thames, Oxfordshire RG9 2LY

21st June, 2019

N. L. Brown, Esq.,
The Old School House,
Remenham Lane,
Remenham. RG9 3DD

Dear Neil,

Thank you very much for your email of 19 June. I'm grateful to you for sharing your proposed response to the licensing committee with me.

By way of update, the Regatta's Committee of Management met the night before last and while this meeting is primarily reserved for the sole purpose of reviewing the entries, there was extended discussion about our recent meetings with you, your fellow residents and the Remenham Parish Council.

As regards the Premises licence application, the outcome will only be known once the licensing authority has fully considered the application, together with any notes of support and of course, any objections and delivered its verdict. Clearly, in submitting the application, the Committee is hopeful for approval but certainly does not take this for granted at all.

There remains much detailed work to be done by HRR with respect to the possible 'extra day's' programme/operations and consequently we believe it unwise to invest too much time and resource on a future Regatta format on an assumption that an application to an independent licensing body will be certain of success. It is against this background that the Committee was reluctant to withdraw its application as, from the Committee's perspective, it is highly desirable to know the outcome of it.

However, whether the Regatta continues in its existing format or expands to include an extra day, there is a genuine recognition of the need to improve communication and consultation regarding points raised by the residents of Remenham.

Continued overleaf ...

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There is a unanimous view amongst Committee members that we need to be more deliberate and engaged on these matters than we have been in the past which I trust are sentiments that you will receive in the spirit with which they are expressed.

We are not in the position of being able to make grand promises at the outset; that would be imprudent on our part and you would be unlikely to believe them anyway. We see the benefit though, as you too suggest, in convening a forum with appropriate representation that can make a start to consider matters in a more discursive, collaborative way.

The Committee is expecting to discuss this possible forum again at its next meeting after this year's Regatta and determine its own arrangements for taking this whole initiative forward constructively with you and other parties. I will write again at that time.

You will, of course, reach your own conclusion about how you respond to our licence application before next week's deadline. So that you are aware, depending on your submission, I am likely to write somewhat more formally to you in response to any points that you may choose to raise.

With all best wishes,

Yours sincerely,

A handwritten signature in black ink, appearing to be 'D. G. M. Grist', written over a horizontal line.

D. G. M. Grist
Secretary

In the matter of a Premises Licence Application
By Henley Royal Regatta
Lion and Blandy Meadows, Riverside Fields,
Henley on Thames
Before Wokingham Licensing Authority

Statement by Mrs Annamarie Phelps
CBE

I, Annamarie Phelps, c/o The Regatta Headquarters, Henley on Thames, Oxon RG9 2LY, state as follows:

1. I am Vice Chair of the British Olympic Association and I was non-executive Chairman of British Rowing from 2013 to 2018. As well as having been on the board of the British Paralympic Association, I have extensive knowledge and experience, as a sportswoman and rower, including having been an Olympic Rower competing at the 1996 Summer Olympics, and since retiring from professional rowing, as an advocate and supporter of the sport of rowing, particularly women's rowing.
2. I was elected as a Steward of Henley Royal Regatta in December 2002 and I have since been involved in the organisation of the Regatta.
3. I make this witness statement in support of Henley Royal Regatta's application for a new Premises Licence for the Tuesday (each year) of the Regatta "week" partly to accommodate more races for female rowers and crews, and partly to enable the current race programme to be spread out – giving the crews more time between races.

4. Over the years, rowing has developed considerably and there is now a more even balance between male and female athletes wishing to take part in the sport, across the different levels i.e. from rowing as a leisure activity; sports at schools; colleges, universities and clubs, to those who wish to compete at the major competitions (including at Henley Royal Regatta) possibly with a view to one day rowing at the Olympics.
5. For many, Henley Royal Regatta will be the pinnacle of their achievements in sport. Henley Royal Regatta is perceived to be the most prestigious event in the British Rowing calendar, and it drives investment into the sport at school, university and club level. This has been shown through academic research such as that by Alison Maitland, (2012)¹. It is therefore imperative that we cultivate an inclusive environment across rowing, especially for women and girls, allowing them a greater opportunity to participate in the most prestigious events and that HRR take steps to address gender imbalance.
6. We also know from experience of introducing both the Junior Boys and Junior Girls events (the Fawley and Diamond Jubilee) that opportunities to race at the highest level at the Royal Regatta can influence the investment, culture and profile of the sport.
7. As the premier rowing event of its kind globally, I believe Henley Royal Regatta has a duty to provide opportunities for the very best female rowers to compete on the biggest stage for high performance rowers alongside their male equivalents.
8. At the Regatta, in 2018, 16 events for male rowers from open races to junior races took place compared to only 7 events for female rowers mostly open (international level) races with only one junior girls race. The current rowing schedule is however highly congested and the only feasible way to interleave more women's/junior women's races into it is to add on an extra day. The aim however is to integrate the additional races throughout the whole Regatta "week" rather than all the races for women being on the Tuesday of the week, making it a truly inclusive event.
9. By incorporating more rowing events for women and girls this will also allow for more international competitors as well as a healthier representative of diverse cultures in the sport – a priority for the sport and National Governing Body.

¹ Dr. Alison Maitland, Brunel University, Director of Research and Product at Lane4

10. I am aware (from attending a meeting with a number of local residents) that some residents very local to Henley on Thames but living just across the Thames in Remenham, further down the river from the Regatta site, are concerned with 'event creep' however it should be remembered that Henley Royal Regatta is distinguishable from other events being a prestigious, internationally recognised, sporting event that has been running for over 150 years. It is an organisation with impeccable event expertise that would not seek an extension unless it was necessary, beneficial and safe to do so.
11. In these times of greater equality in all walks of life, it is undesirable for there to be such a disparity between the competitive rowing opportunities available to men and women at the Regatta (or indeed nationally) and one would hope that the Regatta is supported in its efforts to start to address this imbalance.
12. I confirm that the facts set out in this statement are true.

Annmarie Phelps

Signed

Dated 25 June 2019

**Application for a Premises Licence for “Tuesday” of Regatta “week”
Lion and Blandy Meadows
Henley on Thames
Before Wokingham Licensing Authority**

Bundle in Support of Application for
one day (“Tuesday”) Licence
for Regatta “week” annually

Sub-Committee Hearing: 22 July 2019

1. Written Submissions in Support with Annexures
 2. Annex 2: Regatta Site Layout Plan
 3. Annex 3: Wokingham Borough Council Highways Maintenance Management Plan (partial)
 4. Annex 4: WBC’s Henley Royal Regatta Traffic Management Plan 2019 (partial)
 5. Annex 5: Henley Royal Regatta Event Safety Plan (Contents index only)
 6. Annex 6: Miscellaneous documents:
 - (i) Email from Environmental Agency
 - (ii) Minutes from Licensing and Appeals Committee 4 September 2018 (partial)
 - (iii) Letter WBC Traffic Manager to Applicant - Regatta 2019
 7. Annex 7: Articles from the local Press.
-
- Schedule A: Summary of Representations (Positive)
Summary of Representations (opposition)

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**Application for a Premises Licence for “Tuesday” of Regatta “week”
Lion and Blandy Meadows, Henley on Thames
Before Wokingham Licensing Authority
22 July 2019**

Applicant’s Submissions

INTRODUCTION

1. This is an application by Henley Royal Regatta seeking a Premises Licence to permit licensable activities (sale of alcohol and live music, to 8pm only) for the existing Regatta licensed site for the “Tuesday” each year, of the Henley Royal Regatta “week” which currently runs, and has run for very many years, from Wednesday to Sunday in early July.
2. In these Submissions, unless stated otherwise, page numbers are to the page numbers in the Agenda Papers as available on the Licensing Authority’s website. Any reference to the Annexures is to those documents annexed to these Submissions.
3. The Sub-Committee will note that the Applicant is seeking a Premises Licence in identical terms (for its planned Tuesday Regatta operations) to its current Premises Licence (PR0242), which has been very successfully operated for many years, for the Regatta “week”. The licensable activities proposed are (as under the existing licence) fairly limited in scope i.e. they are restricted to live music (which, in practice, is a military band playing on a few occasions, for relatively short periods, on the bandstand, during each day) and the sale of alcohol (in eight areas – three of which are restaurant based, and all, save one, being areas for members (and their guests) only. A plan showing the layout of the Regatta site is at Annex 2 to these Submissions.
4. The Sub-Committee is respectfully reminded at the outset that the licensing application **only** relates to the proposed licensable activities **on a single day** each year – being the Tuesday of the current Regatta “week”.
5. As the Sub-Committee will recognise, the scope of the proposed licence (as defined in the application) is of paramount importance as it is for the Sub-Committee to consider *that*

proposal on its merits¹, and determine *that* application (exercising its discretion) having taken into account any “relevant representations” (both supportive and negative) relating to the Tuesday proposed licensable activities.

6. “Relevant representations” for the purpose of this application consequently means representations (positive and negative) regarding the likely effect of the grant of *the premises licence sought* on the promotion of the four licensing objectives².
7. It follows from the above (and the application of section 18 Licensing Act 2003) that this application does **not** relate to (and the Sub-Committee should not take into account of factors relating to) the period in the run up to the 5-day Regatta (for example when qualifying races take place - which take place on the Friday afternoon of the previous week) nor to the period of the Regatta - Wednesday to the Sunday of the Regatta “week”- (which is already licensed under Premises Licence PR0242) unless those factors relate to the promotion of the licensing objectives on the proposed Tuesday of the Regatta “week”; to do so the Sub-Committee would be acting outside of its statutory powers.
8. Further, the Sub-Committee will note that there is frequent mention of Henley Women’s Regatta in the opposition representations. The activities of Henley Women’s Regatta (be they licensable or not) are not relevant to this application – this Regatta being an entirely separate event which does not take place on the Applicant’s site and is not operated under the authority of the Applicant. Whilst in terms of promoting the sport of rowing, the Applicant and Henley Women’s Regatta are supportive of each other, and whilst Henley Women’s Regatta is fully supportive³ of the Applicant’s proposed extended operation, the Applicant does not have authority to interfere with the operation of the Women’s Regatta and vice versa.

¹ Paragraph 2.3 Wokingham Borough Council’s Statement of Licensing Policy (September 2018) (“Policy”)

² Section 18(6)(a) Licensing Act 2003 (“Act”)

³ Letter of support 8 February 2019 at page 174.

**THE LAW; REVISED GUIDANCE TO THE LICENSING ACT AND
WOKINGHAM BOROUGH COUNCIL'S STATEMENT OF LICENSING POLICY**

RATIONALE FOR THE APPLICATION

9. The rationale for the application is succinctly set out in the evidence of Mr Daniel Grist (Secretary and Chief Executive of the Applicant) and Ms Annamarie Phelps CBE, in their statements at pages 165 to 199 of the Agenda papers.

10. In simple terms, as Mr Grist confirms in paragraph 5 of his statement/representation on behalf of the Applicant (page 166) the rationale for the new one day "Tuesday" indefinite licence is:

"essentially two-fold, firstly (and crucially) to start to achieve greater gender diversity in the competition and secondly to allow the existing races to be spread out to build in a better "breathing" space between them and/or to relieve pressure especially with regards to the days with early starts and late finishes"

11. Ms Annamarie Phelps CBE expands in her statement on why it is imperative that an inclusive environment across rowing, especially for women and girls, is cultivated to allow a greater opportunity for participation in the most prestigious events in sports, and that Henley Royal Regatta leads by example, by taking steps to address gender imbalance (paragraph 6, page 198).

POSITIVE REPRESENTATIONS SUPPORTING APPLICATION

12. To assist all concerned, at Schedule A to these Submissions, the Applicant has provided a summary of the Representations (in support and in opposition) in order to identify any common themes.

13. In support of the Application, there are some 21 Representations, with some additional 9 letters of support included in Mr Grist's Representation. The Sub-Committee will note that those supporting the Application come from all walks of society, with some from individuals and others from schools and organisations both national and international.

14. The Common themes that emerge from the letters/emails of support are as follows (set out in summary form):

- Encouragement of gender diversity;
- Provision of a great opportunity to compete/enjoy a prestigious event;
- Generation of Income; business; enjoyment to the Henley area;
- Assist in the improvement of health/fitness/confidence of female competitors;
- Ease congestion in the current programme;
- The Regatta infrastructure is already in place so no impact on build/take down
- Any additional congestion caused by spectators attending on the Tuesday will be marginal.

15. The first theme listed above is crucial and this aim falls squarely within the Licensing Authority and Wokingham Borough Council's Public Sector Equality duty.

16. The Licensing Authority must exercise its functions (in determining the application) having due regard to its Public Sector Equality duty (PSED) under section 149 Equality Act 2010. This section provides:

149 Public sector equality duty

- (1) A public authority must, in the exercise of its functions, have due regard to the need to—
- (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
 - (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
 - (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

Under sub-section 149(7), "protected characteristics" include sex (gender).

17. Wokingham Borough Council and its Licensing Authority are clearly recognisant of its Public Sector duty, it being expressly provided in clause 1.10 of its Policy that *"The Council is conscious of the need to promote equality and when considering licensing matters will give due regard to the prevention of discrimination and promotion of equality of opportunity"*.

18. The need to promote equality is similarly included in the Home Office Statutory Guidance at paragraph 14.66⁴.
19. The Sub-Committee will also appreciate that the Licensing Act 2003 is a permissive piece of legislation i.e. where no representations are lodged to a new licence, the Licensing Authority must grant the application⁵. Where “relevant representations” are lodged, the licence should be granted (subject to such steps as listed in section 18(4)), if any, as it considers appropriate for the promotion of the licensing objectives⁶. As is evident from section 18(3) LA, what steps the Sub-Committee may or may not consider “appropriate” must relate to the promotion of the four licensing objectives being proposed in the application before it.
20. This primary rationale is fully explored by the Representations lodged in support of the application (at pages 119 to 199) including the Representation from Annamarie Phelps CBE (at pages 197 to 199).
21. The second main rationale for the application is to build in greater space in the already packed Regatta rowing programme. Again Mr Grist explains the reasoning in his statement (for example at paragraph 11, page 167).
22. The other “common themes” listed in paragraph 14 above (and set out in Schedule A) are not less valuable – the overall aim being to open up this renowned and prestigious Regatta up to more athletes whilst clearly maintaining its exemplary operational (including licensing) record.

REPRESENTATIONS AGAINST THE APPLICATION

23. In relation to the 10 opposition representations against the issue of a licence, the Sub-Committee may find it helpful to consider these in two subcategories:
- (i) The (largely) technical objection lodged by Remenham Parish Council (“PRC”) at pages 69 to 82 (with an appendix), and
 - (ii) Those lodged by ten Remenham residents and/or Remenham Farm Residents Association (RFRA) (comprising the same residents) at pages 63 to 66, 97 to 117.

⁴ Revised Guidance to the Licensing Act 2003 paragraph 14.13

⁵ Section 18(2) Licensing Act 2003 (LA) subject to application of sub-section (a) and (b)

⁶ Section 18(3) LA 2003

Remenham Residents' Representations:

24. The common themes that emerge from the Representations at pages 63 to 66 and 97 to 117 appear to be concerns relating to:

- (i) Travel inconvenience particularly relating to Friday before Regatta; Women's Henley Regatta and other (non HRR) events in the Summer;
- (ii) A "Floodgates" argument relating to non-HRR venues which may make future applications to the Licensing Authority at Wokingham Borough Council for licensing authorisation for the "Tuesday";
- (iii) Lack of need to expand the rowing Schedule to include more women's/junior women's races/more space between races;
- (iv) Lack of sufficient pre/post consultation with RFRA/Remenham residents;
- (v) "Cumulative Impact" relating to the Remenham Parish.

25. With respect to the Remenham Residents, the Applicant submits that their objections are based on a false premise and cannot be taken into account by the Sub-Committee (under its powers under section 18(3) LA 2003) for the reasons set out below.

Travel inconvenience to (some) Remenham' Residents

26. It has been conceded by the Residents that traffic management during the 5 day Regatta (i.e. as is currently licensed under PR0242) is well-managed by Wokingham Borough Council – being the Authority responsible for the maintenance of the Highway.

27. Each year, Wokingham Borough Council, through the operation of its own Highway Maintenance Management Plan (Annex 3) and through the creation of a specific Traffic Management Plan (Annex 4) carry out (amongst other matters) risk assessments to ensure that the Traffic Management Order implemented during the Regatta is effective. These plans and processes (first devised many years ago by the Police and the Council) include specific consideration of emergency road access provisions to ensure (amongst other matters) that emergency vehicles would not be compromised in relation to reacting to any emergency

occurring during the (licensed) Regatta period (Wednesday to Sunday).

28. In the event that the application is granted, Wokingham Borough Council will no doubt extend its traffic management orders to start on the Tuesday (instead of the Wednesday) as to do otherwise would clearly amount to a failure to fulfil its statutory functions (to maintain traffic flow on the highway).
29. Notwithstanding the fact that the Traffic Management Plan implemented by Wokingham Borough Council disadvantages the members of the Applicant (the Regatta site being at the end of the one way system at the start of the day and vice versa at the end of the day) the Applicant defers to the Council's plans, in addition to providing staff (through its contractors) to operate the signage (directing the one way traffic) for the Council.
30. There is no credible evidence before the Sub-Committee that the current Regatta (operating under its existing Licence), or the proposed extended operation (to include the sale of alcohol and the provision of live music on the Tuesday each year) has or is likely to impact on the traffic management negatively for that 'extra' day. The evidence that is available is to the contrary, including the fact that the Residents⁷ themselves have acknowledged that the TMP adopted by Wokingham Borough Council works well during the existing 5 days of the Regatta.
31. It should also be noted that other residents in the area (including within Remenham and nearby Wargrave) are entirely supportive of the application (see for example the positive representation of Mr Peter Jacobs (page 153) and Mr David Gillard (127)).

"Floodgates" (or "Events Creep") argument

32. It is long-established law that the Sub-Committee cannot take into account possible future applications by other applicants who may nor may not choose to apply to its Licensing Authority in due course. Each application must be considered on its own merits and the Applicant will argue that the merits of its application are unimpeachable.

⁷ This acknowledgement was given by the Residents at the meeting at HRR HQ on 22 May 2019. Further note paragraph 6 RPC's objection, page 70.

33. The Residents also refer to “Cumulative Impact”. The Applicant addresses this assertion later in these Submissions.

Lack of need to extend the Regatta and lack of consultation with residents

34. It is the considered opinion of the Applicant (which is best placed to form the opinion) that the existing rowing programme should be extended for the reasons articulated above (see Representations of Mr Grist and Ms Phelps at pages 165 to 199).

35. The suggestion made that lunchbreaks/afternoon tea breaks could be used to include more women’s races is not based on any evidence; the evidence, as confirmed by Mr Grist at paragraphs 10, 11 and 18 of his statement (at pages 167, 169 and 170) is to the contrary.

36. In any event, the question of “need” is not related to the promotion of the four licensing objectives and is not a matter that the Sub-Committee can consider in its deliberations under section 18 LA 2003.

37. In terms of consultation with local residents, the Applicant has gone beyond its statutory obligations. In recent times (in advance of the application being formally submitted) the Applicant met with Henley Town Council and with Residents from Remenham (including with most of those who have subsequently objected to the application). Representatives from the Applicant also attended a meeting at the Remenham Parish Council to answer any further questions that the residents or Parish Council may have regarding the application.

38. Further, the Applicant has already confirmed to the Residents that the Applicant sees the benefit of convening a forum with appropriate representation from the local residents so that discussion and engagement between them can be on-going and collaborative, as evidenced in its letter of 21 June 2019 (pages 195 & 196) (in reply to Mr Brown’s email of 19 June, at page 194). A copy of the former was emailed to all of the opposing Residents copied into the letter.

39. Since issue of the application and indeed during the Regatta this year, Mr Grist has again met up with one of the Remenham Residents to hear of his concerns relating to activities down the river from the Regatta site and conducted by those not associated to the Applicant.

40. In any event, the abovementioned assertion by the Residents (relating to lack of sufficient consultation with them) does not relate to the promotion of the licensing objectives and is, consequently, not relevant for the purposes of the Sub-Committee's powers and deliberations concerning the proposed licensable activities under the terms of the application.

Representation by Remenham Parish Council ("RPC")

41. The Representation lodged by RPC (pages 69 onwards) falls into different categories of complaint which the Applicant submits are largely irrelevant to the application that is before the licensing Sub-Committee for determination (as reiterated in paragraph 2 above). The categories – together with the responses of the Applicant - are as follows:

General Summary of the Law; the Revised Guidance to the Licensing Act and to the Licensing Authority's own Statement of Licensing Policy.

42. Paragraphs 1 to 17 of its Representation (pages 69 to 72) appears to be a general discourse to the Licensing Authority on licensing law; the Revised Guidance to the Licensing Act 2003 and its own Statement of Licensing Policy. The Licensing Sub-Committee is no doubt aware of the various provisions that RPC has chosen to expound in these paragraphs.

43. RPC, in this representation, demonstrates little (or no) respect to the Licensing Authority at Wokingham Borough Council clearly being critical of the terms of the Premises Licence granted to the Applicant (PR0242) (which is **not** the subject of the application being considered by the Licensing Sub-Committee on 22 July) and with assertions that there have been "inadequacies of the current licensing control" over the Applicant – albeit without providing any evidence to support these criticisms.

44. In paragraphs 2 to 8, the Representation is, in the Applicant's opinion, misconceived, lacking clarity and/or simply recounts provisions of the Act relating to Guidance or Policy which are known to the Sub-Committee and have been adhered to by the Applicant. Specifically:

- (i) The application before the Sub-Committee is **not** for a “Women’s Regatta event”⁸ – the latter showing that RPC has failed to understand the scope or rationale for the application;

RPC is wrongfully attempting to bring the validity of the current Licence (PR0242) into question. The Sub-Committee will no doubt appreciate that it has no jurisdiction to ‘open up’ the current licence on the application which is before it. To allow the objectors to attempt to bring about some sort of review of the extant licence “through the back door” would expose the Council to the likelihood of Judicial Review.

- (ii) The procedural irregularities asserted by RPC are incorrect and without foundation – as further explained below. The Licensing Authority (by its Officer’s report) has already confirmed that the application has been correctly made in accordance with section 18 Licensing Act 2003.

- (iii) The assertions relating to “events creep” and/or the “floodgates” argument must be viewed in the context of the licensable activities which it is being proposed be authorised to take place on the Tuesday each year as this is the application before the Sub-Committee. The Sub-Committee is required to limit its consideration to those proposed licensable activities and the promotion of the licensing objectives relating to those activities. It has no powers to consider complaints which are not directly related to the likelihood or otherwise of any negative impact on the promotion of the licensing objectives, of alcohol being sold and live music being provided on the Tuesday of the Regatta “week”.

- (iv) In terms of traffic impact – RPC accepts that “traffic management is largely well managed by Wokingham Borough Council and HRR’s Stewards during the event itself, but not at all times during the set up and break down periods”.⁹

This assertion does not relate to the proposed Tuesday licensed operation (or indeed to any licensed operation). The Sub-Committee does not have the power to make decisions relating to matters which are unrelated to the application not least

⁸ Paragraph 2 RPC’s objection, page 69

⁹ Paragraph 6 RPC’s objection, page 70.

as the traffic management orders are out-with the Applicant's control; they fall within the remit of WBC's statutory responsibilities.

(v) RPC appears to be conflating the (currently licensed 5 day) Regatta with other "events" in the locality which do not form part of the Applicant's operation and over which the Applicant has no control. It is not for the Applicant to interfere with other businesses in the locality at the behest of residents in Remenham, or otherwise.

(vi) Assertions relating to Cumulative Impact are responded to below.

45. Whilst RPC has referred the Sub-Committee to numerous paragraphs of the Revised Guidance to the Licensing Act and to its own Policy, and makes bold statements that the residents consider that the Applicant has failed to adhere to both, this is incorrect.

46. Further, with respect to the RPC, it fails to take into account certain fundamental provisions in the Licensing Act 2003 and principles expounded in the Revised Guidance, and reiterated in the Licensing Authority's Policy. These provisions/principles include (but are not limited to) the following:

(i) The form of the application must comply with section 17 of the Act; using the prescribed form and including an Operating Schedule containing the information required in section 17(4). The Application made by the Applicant (relating to the proposed Tuesday licence) is fully compliant with section 17 of the Act and has been accepted as such by the Licensing Authority;

(ii) The Licensing Act 2003 was intended to provide a "light touch" and not to overburden applicants and licence holders.¹⁰

(iii) The (Revised) Guidance to the Licensing Act makes it clear that "*the Guidance does not replace the statutory provisions of the Act or add to its scope.... The Guidance does not purport to set out the test; impose a new or different test or to add a gloss*

¹⁰ A notion repeated by District Judge Rose on the appeal of AEG against a decision of the London Borough of Tower Hamlets (2018)

to the test itself".¹¹

- (iv) The use of schedules of 'model' conditions can all too easily lend themselves to indiscriminate use *without regard to the circumstances of the individual case*".¹²

47. The circumstances of this individual case cannot be ignored, and in this instance the application makes it perfectly clear that if the Licence for Tuesday's proposed licensable activities is granted, it will be subject to the same level of considerable event planning; management; operations and review, as that which has applied extremely successfully for the Wednesday to Sunday licensed activities.

48. In Mr Grist's statement, he goes into some detail about the event planning and execution which operates currently and has confirmed that this would be extended to the Tuesday operation. This event planning is comprehensive and takes place over months of preparation eventually culminating in an Event Safety Plan (ESP) - this year running to some 352 pages - to which all the Responsible Authorities have access on request. The Contents index to the ESP for 2019 is at Annex 5 to give the Sub-Committee a flavour of the considerable efforts taken to ensure that the Regatta continues to be a highly professionally run event with the four licensing objectives at its focus.

49. The ESP (and the considerable number of policies/procedures forming its Appendices) has been developed over years of operations but the Applicant is not complacent – reviewing and adopting (as appropriate) good practice as it emerges. The guidance provided by the various Authorities at the "blue-light" meeting every year is invaluable. The Applicant also acknowledges the value of this consultation and liaison in its application (as noted by RPC in paragraph 15 of its objection (page 75).

50. The suggestion by RPC that the Applicant has in some way failed to take on board the Guidance to the Licensing Act is without foundation. It would be a waste of the Responsible Authorities' time and resources to "re-invent the wheel" when those Authorities are already

¹¹ R (on the application of South Northamptonshire Council) v Towcester Magistrates Court (2008) EWHC 381- Mr Justice Dobbs. This related to the test under section 120(7) of the Act but demonstrates that the Guidance does not extend the requirements of the Act.

¹² Footnote to section 18(3)(b) Licensing Act 2003, in Paterson's Licensing Acts

privy to the extensive preparation that applies annually in the run up to the Regatta, and would apply to the 'extra' day's operations (licensable and non-licensable).

51. The above responses apply equally to the various assertions made at paragraphs 10 to 25 of RPC's objection in the sense that it is an entirely artificial exercise (without reference to the individual circumstances of this "Tuesday" application) to run through the Statement of Licensing Policy and the Application form, ignoring the fact that the Applicant is seeking a licence in the same terms as a licence which has operated without any problems of note for decades. Indeed, the Applicant considers its licensing record to be exemplary, and the Sub-Committee may take the view that the fact that none of the Responsible Authorities have any objection to the proposed licence supports the Applicant's position.

52. Indeed, as RPC point out themselves, the Policy (in relation to the Operating Schedule, completed as part of the LIC 2 application form) must contain measures (if any) "*relevant to the individual style and characteristics of their (proposed) premises.*"¹³

53. Further there is no obligation on the Applicant to propose draft conditions to support its application¹⁴; it may choose to do so and in the circumstances (bearing in mind that the Sub-Committee should endeavour to make its decisions in a consistent way) it was appropriate to repeat the conditions on the extant, successfully operating, long-term Licence. Indeed, in the case of *R (On the Application of British Beer and Pub Association and Others v Canterbury City Council* [2005] EWHC 1318 (Admin), Mr Justice Richards at para. 85 stated: "The scheme of the legislation is to leave it to Applicants to determine what to include in their applications, subject to the requirements of section 17 and the Regulations as to the prescribed form and the inclusion of....specified matters in the operating schedule."

54. In paragraphs 15 to 25, and 31 to 35 (SAG) of RPC's objection, in addition to the Applicant's assertions above, the Sub-Committee is requested to take note of the following points of response:

Paragraph 15 – Need for (ESP) measures to be reflected in the licence by way of conditions

¹³ Policy at paragraph 5.3; RPC's objection at paragraph 11 page 73).

¹⁴ *R (on the Application of Bristol Council) v Bristol Magistrates' Court* [2009] EWHC 625 (Admin) where Deputy Judge John Howell QC at Para. 20 stated: "... the prescribed form does not require an applicant to state what conditions he is proposing should be attached to any premises licence."

The Applicant is entirely opposed to this suggestion as a) the ESP, to be properly effective, is a 'live' document b) contains operational information of no relevance to the licensable activities and c) contains confidential information which should not be included in a Premises Licence. Further, this would result in a disproportionate and inappropriate condition.

Paragraph 16 – Responsible Authorities should feedback to Sub-Committee on whether the Applicant's "event management to date has been adequate or not".

Such a suggestion is inappropriate on many levels. Firstly, the Responsible Authorities were all consulted about the current application and their responses are included in the Committee's Report. The Licensing Sub-Committee has no power to call on the Responsible Authorities to provide "feedback"; the Act sets out the statutory process (of a period in which representations can be made by those who consider it appropriate to do so) which has been fully complied with.

Paragraphs 18 to 25 – The conditions (which match the extant Licence) are irrelevant and the approach adopted is naïve and unsatisfactory...

In these paragraphs RPC is essentially criticising Wokingham Licensing Authority for issuing a Licence (PR0242) subject to limited conditions, notwithstanding the fact that over decades, there has never been cause to apply (by way of review or otherwise) for those conditions to be updated.

The reality is that the extant licence has 'stood the test of time' and in any event is not the subject of the Hearing on 22 July.

Further, the Sub-Committee will be aware that it must act in a consistent fashion, in relation to its decision-making¹⁵ processes.

Paragraphs 31 to 35 – SAG

The Sub-Committee will note that there is already a process in place which has operated for decades whereby the Responsible Authorities (and others, including the Environmental

¹⁵ R (on the application of Spencer Chisnell and Linda Chisnell) v Richmond upon Thames London Borough Council (2) 2005 EWHC

Agency) are invited to an annual “blue-light” meeting with the Applicant (Mr Grist’s statement refers). This meeting is inclusive and effective, a fact surely evidenced by the lack of any negative representations from the Responsible Authorities.

Assertions relating to “Cumulative Impact”

55. In response to the assertions made in paragraphs 26 to 30 of RPC’s submission, the Sub-Committee’s attention is drawn to the following facts:

- (i) In the context of the review of its Statement of Licensing Policy last year, RPC (and the same group of Remenham residents who have objected to this application) sought to persuade the full Licensing Committee to introduce a Cumulative Impact Assessment for the Parish of Remenham;
- (ii) The Committee concluded that a Cumulative Impact Assessment should **not** be included in its Policy¹⁶;
- (iii) RPC now asserts (at point 3, page 70) that there is *“a new cumulative impact policy at paragraph 10 which the application has ignored”* and again on page 77, the Policy *“now specifically requires the assessment of cumulative impact”*, and finally at page 78 *“In the 2018 Statement of Licensing Policy, WBC were persuaded to adopt a general cumulative impact policy....”*.

With respect to RPC, none of the above statements are accurate; indeed quite the opposite is true.

- (iv) The Policy confirms that there is no “Special Policy” relating to “cumulative impact” of licensed premises in Wokingham Licensing Authority’s area and no such policy would be included without the consultation required (under section 5A of the Act) *being first fulfilled*.¹⁷
- (v) For many years (well in advance of 2018), the Council has been able to take into account cumulative impact (under paragraph 10.3 of its 2015 Policy and previous versions) and under the Act generally, subject to there being evidence to support

¹⁶ Relevant documentation is included at Annex 6

¹⁷ Paragraph 10.3 of the Policy

the assertion that there is such an impact *with reference to the proposed licensable activities*.

The proposed activities are the sale of alcohol and some live music on the Tuesday of Regatta ‘week’ and there is no credible evidence that other licensed venues are currently operating in the same locality; at the same time, so there is no risk that the proposed licence could have an adverse impact on the community on that Tuesday.

- (vi) With respect, the assertion at point 27 of RPC’s objection is incorrect; the application for authorisation to operate on the Tuesday each year *must be considered on its own merits* as is confirmed in the Licensing Act (section 18) and as reiterated in the Policy at paragraph 10.2.
- (vii) The expectation on an Applicant expressed in the final sentence of paragraph 10.4 (page 78) is entirely inappropriate when viewed in the context of the particular circumstances of this application (for a mirror licence to an extant licence (PR0242).

CONCLUSIONS

- 56. The Licensing Sub-Committee is reminded that the application before it relates solely to the proposed sale of alcohol and live music at the Regatta premises on the Tuesday of the Regatta “week”.
- 57. The Licensing Sub-Committee’s duty is to consider the proposed licensable activities and whether the issue of a licence to authorise those activities will promote the licensing objectives (prevention of crime and disorder; prevention of harm to children; prevention of public nuisance and/or the promotion of public safety). The Applicant respectfully submits that in exercising its duty, the only decision that the Sub-Committee could reasonably reach is to issue the licence.
- 58. If the Residents at Schedule A had not objected to this application, this licence would have been issued under delegated powers.

59. The Residents' objections do not relate to, and are not supported by any evidence concerning any likelihood of any negative impact arising due to licensable activities being conducted on the proposed Tuesday each year - relating to crime and disorder; public safety or possible harm to children. In terms of public nuisance, again, there are no objections relating to the potential for noise nuisance or other forms of nuisance directly related to the provision of alcohol and/or provision of live music, on the proposed day. Their objections relate to what they consider to be the wider implications (of other (late night) venues attempting to "follow suit" and/or other matters which would not even take place on the Tuesday (e.g. traffic management by the Council on the Friday before).

60. The Council will however be familiar with Para. 2.4 of its Policy which states:

"...The Licensing Authority will primarily focus on the direct impact of the activities taking place at the licensed premises on members of the public living, working or engaged in normal activity in the area concerned. The Act is not a primary mechanism for controlling general nuisance unconnected to licensable activities or the licensing objectives."

61. The Council's Policy is further supported by the Statutory Guidance at Para. 9.4: "...representations should relate to the impact of licensable activities carried on from premises on the [licensing] objectives."

62. For the reasons set out above (including the considerable Representations lodged in support of the application, the Licensing Sub-Committee is invited to issue the licence in the terms sought, it being entirely consistent with the provisions of the Licensing Authority's own Policy; the Statutory Guidance; the provisions of the Licensing Act and indeed its duty under the Equality Act 2010, to proceed in this way.

Submissions by Ms Dowling of Blandy & Blandy LLP and by Mr Phil Crier of PBC Licensing Solicitors

For and on behalf of the Applicant

11 July 2019

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Summary of Supportive Representations with Common Themes identified

| Representation in Support of Application | Capacity | Nature of support | Detail | Common Themes (taken from 1 to 21) |
|---|--------------------------------|--|---|---|
| Twenty-one Representations in support (plus 9 letters of Support annexed to one of the Representations) | | | | <ul style="list-style-type: none"> • Encouragement of gender diversity; • Will provide a great opportunity to compete/enjoy a prestigious event; • Additional congestion caused by spectators on the Tuesday will be marginal • Income; business; enjoyment to Henley area; • Improvement of health/fitness/confidence of female competitors; • Ease congestion in the current programme; • Infrastructure already in place so no impact on build/take down. |
| 1. Grace Johnson (119) | Elite Athlete and Uni. student | Gender diversity
Allowing more athletes to compete in the event | <ul style="list-style-type: none"> • Encouraging gender diversity in rowing by allowing more women to compete • The additional day will allow more athletes the opportunity to compete at the prestigious event | <p>21</p> |

Summary of Supportive Representations with Common Themes identified

| | | | |
|------------------------------|--|---|--|
| 2. Juliette Stacey
(121) | Henley
resident and
Group CEO | Gender diversity | <ul style="list-style-type: none"> Encouraging gender diversity in rowing by allowing more women to compete |
| 3. Gregg Davies
(125) | Headmaster
of Shiplake
College | As above | <ul style="list-style-type: none"> Encouraging gender diversity in rowing by allowing more women to compete HRR gives a fantastic rowing opportunity to pupils and rowers |
| 4. David Gillard
(127) | Wargrave
resident | Benefit to local area
Event coverage
Marginal impact on
congestion
Gender diversity | <ul style="list-style-type: none"> HRR brings great esteem and event coverage to the local area Encouraging gender diversity in rowing by allowing more women to compete Additional congestion caused by spectators from a Tuesday start will be marginal |
| 5. Anthony Narula
(129) | Wargrave
resident | Income to the local
area
Event coverage
Marginal impact on
congestion
Gender diversity | <ul style="list-style-type: none"> HRR brings great esteem, coverage and income to the local area Encouraging gender diversity in rowing by allowing more women to compete Additional congestion caused by spectators from a Tuesday start will be marginal |
| 6. Richard Spratley
(131) | Bix resident
and Director
of Rowing for
Oxford
Brookes
University | Gender diversity for
women
Increase in girl's junior
events
HRR's success in
operating the event
Improve congestion in
current timetable | <ul style="list-style-type: none"> Encouraging gender diversity in rowing by allowing more women to compete Increase in girl's junior events Ease congestion in the existing timetable format HRR has been successfully operating for many years |

Summary of Supportive Representations with Common Themes identified

| | | | | |
|------------------------------|---|---|--|-----|
| 7. Guin Batten
(133) | Chair of Women's Eight Head of the River Race | Gender diversity | <ul style="list-style-type: none"> Encouraging gender diversity in rowing by allowing more women to compete | |
| 8. Kirsty Waterman
(135) | For Henley Town Council | General support in application | <ul style="list-style-type: none"> Full support of the extended one day licence for HRR was ratified by Full Council on 18 June 2019 | |
| 9. Jack Beaumont
(137) | International rower, Olympian, Henley resident and Board Member of British Rowing | Income to the local area

International athletes competing in England | <ul style="list-style-type: none"> HRR brings business to the local area Brings top athletes to compete in England | |
| 10. Jane Lunnon
(139-140) | Head of Wimbledon High school | Increase in girl's junior events

Gender Diversity

Health benefits for junior competitors

Commercially beneficial for the local area

Builds on Henley's reputation | <ul style="list-style-type: none"> Encouraging gender diversity in rowing by allowing more women to compete Increase in girl's junior events Improve health, wellbeing and team camaraderie of young female competitors Support by spectators/sponsors leads to commercial benefit Enhances the reputation and appeal of Henley | 221 |

Summary of Supportive Representations with Common Themes identified

| | | | | |
|--|---|---|--|------------|
| <p>11. Suzie Longstaff
(141-143)</p> | <p>Headmistress
of Putney
High School</p> | <p>Gender Diversity
Health benefits for
junior competitors
Improve congestion in
current timetable
HRR's success in
operating the event</p> | <ul style="list-style-type: none"> • Improve health, fitness, recreation and confidence of young female competitors • Encouraging gender diversity in rowing by allowing more women to compete • Ease congestion in the existing timetable format • HRR has been successfully operating for many years | |
| <p>12. Anne Buckingham
(145)</p> | <p>Henley
resident,
training
member of
Upper
Thames
Rowing Club
and volunteer
at Henley
Women's
Regatta</p> | <p>Gender Diversity
Relieve pressure on
the regatta and
Henley
Improve congestion in
current timetable
HRR's success in
operating the event</p> | <ul style="list-style-type: none"> • Encouraging gender diversity in rowing by allowing more women to compete • Relieve pressure on many aspects of the regatta and the town of Henley • Ease congestion in the existing timetable format • HRR has been successfully operating for many years | <p>222</p> |
| <p>13. David Goodhew
(147)</p> | <p>Head of
Latymer
Upper School</p> | <p>Improve congestion in
current timetable
Gender Diversity
Increase in Junior
events
Boost to National
Schools Regatta event</p> | <ul style="list-style-type: none"> • Ease congestion in the existing timetable format • Encouraging gender diversity in rowing by allowing more women to compete • Increase in junior events • Introduction to junior events will boost other rowing events such as the National Schools Regatta | |

Summary of Supportive Representations with Common Themes identified

| | | | | |
|--------------------------------------|---|---|--|-----|
| 14. Phil Gray
(149) | Chief Coach at University of London Boat Club | Improve congestion in current timetable
Gender Diversity
Increase in girl's junior events
HRR's success in operating the event | <ul style="list-style-type: none"> Ease congestion in the existing timetable format Encouraging gender diversity in rowing by allowing more women to compete Increase in girl's junior events HRR has been successfully operating for many years | |
| 15. Thomas Garnier
(151) | Headmaster of Pangbourne College | Gender Diversity
Increase in girl's junior events
HRR's success in operating the event | <ul style="list-style-type: none"> Encouraging gender diversity in rowing by allowing more women to compete Increase in girl's junior events HRR has been successfully operating for many years | |
| 16. Peter Jacobs
(153) | Remenham resident | Benefit to local area
Marginal impact on congestion
Gender diversity | <ul style="list-style-type: none"> HRR brings great esteem to the local area Encouraging gender diversity in rowing by allowing more women to compete Additional congestion caused by spectators from a Tuesday start will be marginal | 223 |
| 17. Councillor Sarah Miller
(155) | For Henley Town Council | Gender diversity | <ul style="list-style-type: none"> Encouraging gender diversity in rowing by allowing more women to compete | |
| 18. Helen Barnett
(157) | Town & Community Manager, Henley Town Council | Improve congestion in current timetable
Gender Diversity | <ul style="list-style-type: none"> Ease congestion in the existing timetable format Encouraging gender diversity in rowing by allowing more women to compete | |

Summary of Supportive Representations with Common Themes Identified

| | | | | |
|---------------------------------|--|---|---|--|
| | (representing retail, hospitality and commercial businesses in Henley) | Additional day can be easily incorporated

Helps local businesses | <ul style="list-style-type: none"> • Additional day to the event can be easily executed with the infrastructure and operational logistics already in place • Helps local businesses and supported by Henley Business Partnership | |
| 19. George Hammond
(159-161) | Chairman, National School's Regatta | Gender Diversity

HRR's success in operating the event

Success following the introduction of the Diamond Jubilee Challenge Cup

Additional day can be easily incorporated

HRR's co-operation with the local communities | <ul style="list-style-type: none"> • Encouraging gender diversity in rowing by allowing more women to compete • Increase in girls competing in rowing, from 560 in 2000 to 2,300 in 2018 • Numbers of female competitors at university and club level has also increased • HRR has been successfully operating for many years • HRR works with and engages local communities, stakeholders and co-operates with the Town of Henley for mutual benefit • Improvement of the international success of GB Junior Sculling when HRR introduced the Diamond Jubilee Cup for Girls' Quadruple Sculls • Additional day to the event can be easily incorporated as HRR already has the infrastructure in place | |
| 20. Daniel Grist
(163-196) | Secretary and Chief Executive of Henley Royal Regatta | Letters of Support (173)

Gender Diversity

Improve congestion in current timetable | <ul style="list-style-type: none"> • Encouraging gender diversity in rowing by allowing more women to compete (senior to junior and international through to club level) • Support for the initiative to include more women's and girl's events has been received from various bodies including universities both nationally and internationally | |

Summary of Supportive Representations with Common Themes identified

| | | | | |
|-------------------------------------|--|--|--|--|
| | | <p>Increase in girl's junior events</p> <p>Additional day can be easily incorporated</p> <p>Not a 'money-making' scheme</p> <p>HRR's success in operating the event</p> <p>Benefits to the local area - research by Sheffield Hallam University (169)</p> <p>HRR's co-operation with the local communities</p> | <ul style="list-style-type: none"> • Ease congestion in the existing timetable format to promote safety by spreading races over a longer period rather than in quick succession • Increase in girl's junior events • Additional day to the event can be easily incorporated as HRR already has the infrastructure in place • Build/take down times of the structure will not be altered • An additional day will not result in increased profit due to the additional expenses in hosting an extra day • HRR has been successfully operating for many years • It is not a late night event ceasing at 8pm • Sheffield Hallam University were commissioned to research the impact on the local community • HRR met with local residents before and after issue of the application to discuss their observations. Next meeting scheduled for after the 2019 regatta for further discussion. | |
| <p>21. Annamarie Phelps
CBE</p> | <p>Vice Chair of the British Olympic Association and Steward of Henley Royal Regatta</p> | <p>Gender Diversity</p> <p>Improve congestion in current timetable</p> <p>HRR drives investment into the sport</p> | <ul style="list-style-type: none"> • Encouraging gender diversity in rowing by allowing more women to compete • Ease congestion in the existing timetable format • HRR drives investment into the sport at school, university and club level • Increase in junior events influences | |

Summary of Supportive Representations with Common Themes identified

| | | | | |
|--|--|---|--|--|
| | | <p>Increase in junior events improves investment and the sports profile</p> <p>Improves diversity of cultures</p> <p>HRR's success in operating the event</p> | <p>investment, culture and profile of the sport</p> <ul style="list-style-type: none"> • By adding more events it will allow for more international competitors, making a healthier representative of diverse cultures in the sport • HRR has been successfully operating for many years | |
|--|--|---|--|--|

Summary of Opposition Representations with Common Themes identified

| Representation Against Application | Capacity | Nature of objection ¹ | Detail ² | Common Themes (taken from 1 to 10) |
|---|------------|--|--|--|
| <p>Ten objections:</p> <p>Remenham Parish Council;</p> <p>Remenham Farm Residents Association (RFRRA);</p> <p>8 individuals (7 of whom are listed in the RFRRA objection)</p> | | | | <ul style="list-style-type: none"> Travel inconvenience particularly relating to Friday before Regatta; Women’s Henley Regatta and other (non HRR) events in the Summer; “Floodgates” argument relating to non-HRR venues; “Events creep”/cumulative impact¹ Lack of need to expand the rowing Schedule to include more women’s/junior women’s races/more space between races. Lack of sufficient pre/post consultation with RFRRA/Remenham residents. |
| <p>1. John Merkel (65-66)</p> | Resident * | <p>Public nuisance to residents in Remenham</p> <p>Public Safety</p> | <ul style="list-style-type: none"> Restricted access/obstructions and travel delays Affected by ever-increasing number of races If HRR application is successful, other venues (nightclubs etc.) will apply to extend their licences. Concerns re river piling and environmental damage (erosion of riverbank) | |

¹ This table does not identify or respond to any assertions relating to any purported requirement for “a new assessment of Cumulative Impact”. This issue is responded to separately in Written Submissions.

² The Representations are summarised only.

Summary of Opposition Representations with Common Themes Identified

| | | | | |
|--|---|---|---|--|
| 2. Remenham Parish Council (69 to 95) | Clerk to Parish Council | - | <ul style="list-style-type: none"> This Representation does not relate to a "relevant representation" under section 18(6) Licensing Act 2003 as it does not address the "likely effect of the grant of the premises licence (<i>sought</i>) on the promotion of the licensing objectives". Instead it attempts (unlawfully) review the terms of the current Premises Licence (PR0242) when the Committee has no jurisdiction to do so. Written Submissions (on the law and Revised Guidance) will address the remainder of the document at pages 69 to 95 | |
| 3. Michael Dudley Secretary Remenham Farm Residents Association (RFRA) (101-102) | Association on behalf of the same Residents listed below under 4 to | Public Nuisance (due to traffic problems) | <ul style="list-style-type: none"> No need to expand Regatta either to ease pressure on existing programme or to facilitate new events for women; Extensive traffic problems during Summer months. Late night activities of other venues impact on residents. No evidence of engagement between Henley Women's Regatta and HRR Lack of meaningful engagement by HRR with RFRA/residents – might otherwise have achieved its/their support. | |
| 4. Michael Dudley (103) | Resident/RFRA | As above | <ul style="list-style-type: none"> Disappointed in the manner in which WBC makes its decisions Events creep – considerable growth in licensable activities | |

Summary of Opposition Representations with Common Themes Identified

| | | | | |
|--------------------------|------------------------------|----------|---|--|
| 5. Mr and Mrs West (107) | Resident/RFRA member of RFRA | As above | <ul style="list-style-type: none"> • Supports RFRA objection • Application premature as no detail about how the extra day would be used • HRR should get undertakings from others “downstream of the Regatta land” that they would not seek extra licensing permissions. • Future of Henley Women’s Regatta... | |
| 6. John Halsall (109) | Resident/RFRA | As above | <ul style="list-style-type: none"> • Supports RFRA and Parish Council • No need for application • HRR contributes nothing to Remenham or Wokingham Borough • No Regatta; no ancillary activities | |
| 7. Ron Emerson (111) | Residents/RFRA | As above | <ul style="list-style-type: none"> • Supports RFRA objection; • Expansion of events causes max disruption • No consultation by HRR with residents • Peremptory submission | |
| 8. Neil Brown (113) | Resident/RFRA | As above | <ul style="list-style-type: none"> • Supports RFRA objection • Insufficient examination of need to expand • Relationship between HRR and HWR has not been examined • Inconvenience due to HWR • HRR should withdraw as lack of urgency, to consult more with RFRA | |
| 9. Nigel Gray (115) | Resident/RFRA | As above | <ul style="list-style-type: none"> • Supports RFRA objection • Associated increases in disruption due to “knock on effect of further multiple applications” • Need - HRR has not attempted to reschedule its racing to keep within 5 days nor to engage with HWR | |
| 10. David Law | Resident/RFRA | As above | <ul style="list-style-type: none"> • Supports RFRA objection | |

Summary of Opposition Representations with Common Themes Identified

| | | | | |
|-------|--|--|--|--|
| (117) | | | <ul style="list-style-type: none"> Final straw as if HRR's application is granted "other current licensees who ply their trade long after the rowing activity has ceased" will follow with applications | |
|-------|--|--|--|--|

* Unless otherwise stated "Resident" is reference to the individual being a resident of the Parish of Remenham and also a member of and/or supports the views of Remenham Parish Council and/or Remenham Farm Residents Association (RFRA)



Key:

Regatta Enclosure

1 Badge Sales and Collections

- Programme Sales
- Official Shop
- Bar and Restaurant
- Grandstand

Other Visitor Areas

17 Café Regatta and Official Shop

18 Coffee Bar

19 Little Lion Meadow

WCs

First Aid

Stewards' Enclosure

2 Luncheon Tent and Mile & 1/8th

3 Seafood Restaurant/
Hole-in-the-Wall Bar

4 Fawley Bar

5 Fawley Grandstand and Prizegiving

6 Champagne Bar and Oyster Bar

7 Members' Grandstand

8 Official Shop, Prize Tent
and Art Gallery

9 Bandstand Entrance/Exit

10 Coffee and Liqueur Bar

11 Secretary's Tent

12 Lost Property

13 Main Entrance/Exit

14 Badge Office - Sales and Collections
Badges, Lunches, Teas,
Grandstand Seats and Programmes

15 Left Luggage

16 Bridge Bar and Real Ale Bar

Wheelchair Viewing Areas

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**WOKINGHAM
BOROUGH COUNCIL**

HIGHWAY MAINTENANCE MANAGEMENT PLAN

VOLUME 1

INTRODUCTION & OVERVIEW

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September 2013

HIGHWAY MAINTENANCE MANAGEMENT PLAN

- Volume 1:** Introduction & Overview
- Volume 2:** Highway Network Maintenance
- Volume 3:** Highway Drainage
- Volume 4:** Winter Service
- Volume 5:** Severe Weather and other Emergencies
- Volume 6:** Highway Structures
- Volume 7:** Traffic & Transport (incl Traffic Management & Road Safety)
- Volume 8:** Street Lighting and Illuminated Signs
- Volume 9:** Other Miscellaneous Functions
 - Including:
 - Sweeping and Street Cleansing
 - Weed Control
 - Verges and Open Spaces
 - Trees
 - Grass Cutting
 - Public Rights of Way
- Volume 10:** Highway Development Control

HIGHWAY MAINTENANCE MANAGEMENT PLAN

VOLUME 1 - INTRODUCTION & OVERVIEW

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VOLUME 1 - INTRODUCTION & OVERVIEW

1. Executive Summary

- 1.1. The Highway Maintenance Management Plan (HMMP) sets out the context within which highway and highway-related maintenance will be delivered.
- 1.2. The Plan is based on the principle that highway maintenance forms part of a wider agenda of network management and transport integration including strategies for public transport, walking and cycling.
- 1.3. The Plan recognises the need for local flexibility with a focus on the needs of users and the community.
- 1.4. The Plan attempts to follow the framework and recommendations of various codes of practice whilst recognising the need for regular review and amendment to reflect local circumstances and user involvement.

2. Introduction

- 2.1. The highway network is a key and highly visible community asset supporting both the local and national economy and contributing to the character and environment of the Borough. The importance of highway maintenance and its relevance to the management of the highway network for all transport users, whatever their mode, requires an increased emphasis on management and systems to support service delivery.
- 2.2. A Code of Practice for Maintenance Management for UK-wide application was launched in July 2005 and supersedes the previous Codes issued in 1989 and 2001.
- 2.3. The objectives of the Code are:
 - (a) To encourage the development, adoption and regular review of policies for highway maintenance, consistent with the wider principles of integrated transport, sustainability and Best Value.
 - (b) To encourage a focus on the needs of users and the community and their active involvement in the development and review of policies, priorities and programmes.
 - (c) To encourage harmonisation of highway maintenance practice and standards where this is consistent with users' expectations whilst retaining reasonable diversity consistent with local choice.
 - (d) To encourage the adoption of an efficient and consistent approach in the collection, processing and recording of highway inventory, highway condition and status information for the purpose of both local and national needs, assessment, management and performance monitoring.
 - (e) To encourage the adoption and regular review of a risk management regime in the determination of local, technical and operational standards.

- (f) To encourage the adoption of asset management planning as a means of demonstrating value for money in the delivery of highway maintenance.
- (g) To encourage continuing innovation in the procurement of highway maintenance contracts, whilst complying with high standards of corporate government.

2.4. The Code defines the following core objectives for highway maintenance on which to build a consistent framework of inspection, condition standards, service delivery and Performance Indicators.

- **Network Safety**
 - Complying with statutory obligations
 - Meeting users' needs
- **Network Serviceability**
 - Ensuring availability
 - Achieving integrity
 - Maintaining reliability
 - Enhancing quality
- **Network Sustainability**
 - Maximising cost over time
 - Maximising value to the community
 - Maximising environmental contribution.

2.5. The Highway Maintenance Management Plan has been revised in a local context to reflect recommendations set out in the various codes of practice relating to each element of service.

2.6. This document represents Volume 1 of the HMMP and introduces the overall plan which is comprised of a number of volumes each of which addresses a specific element of the council's overall highway maintenance strategy and policies. The 10 volumes of the HMMP are as follows:

- **Volume 1 - Introduction & Overview**
- **Volume 2 - Highway Network Maintenance**
 - Includes details of highway safety inspections, maintenance standards, highway condition assessments, programming and prioritising of works etc.
- **Volume 3 – Highway Drainage**
 - Sets out standards for gully cleansing, highway drainage system maintenance, ditches etc
- **Volume 4 - Winter Service**
 - Defines the standards for Winter Services, lists roads on the Primary and Secondary Networks, details responsibilities for the decision-making process used to call-out of gritters etc.

Volume 5 - Severe Weather and other Emergencies

Addresses the Council's responsibilities regarding severe weather (other than winter conditions) including flooding, wind, heat etc and other emergency situations.

- **Volume 6 - Highway Structures**

Bridges, embankments, retaining wall, large culverts etc.

- **Volume 7 - Traffic & Transport (including Traffic Management and Road Safety)**

Includes maintenance standards for traffic signals, pedestrian crossings etc, sets out criteria for introduction of highway safety schemes, gives guidance on traffic regulation orders and includes information on transport.....

- **Volume 8 - Street Lighting and Illuminated Signs**

Sets out maintenance standards for Street Lighting and Illuminated Signs.

- **Volume 9 – Other Miscellaneous Functions**

Includes sections on Sweeping and Street Cleansing, Weed Control, Verges & Open Spaces, Trees, Grass Cutting and Public Rights of Way

- **Volume 10 – Highway Development Control**

New developments

- 2.7. The policies, priorities and programmes for highway maintenance are to be reviewed regularly to keep in line with changes to national standards, technical advances in highway maintenance techniques and within the context of wider corporately defined strategic objectives of the Council.
- 2.8. It is recognised that the Highway Maintenance Management Plan must link with the wider objectives for transport integration and network management including strategies for public transport, walking, cycling and other Council services.

3. Legal Frameworks

- 3.1. Much of highway maintenance activity is based upon statutory powers and duties contained in legislation and precedents developed over time as a result of claims and legal proceedings.
- 3.2. The Highways Act 1980 sets out the main duties of Highway Authorities in England and Wales. In particular Section 41 imposes a duty to maintain highways maintainable at public expense and almost all claims against Authorities relating to highway functions arise from the alleged breach of this Section. Section 58 provides for a defence against action relating to alleged failure to maintain on grounds that the Authority has taken reasonable steps to ensure that the part of the highway in question was not dangerous for traffic. Legislation requires highway authorities to remove snow and ice from the highway. The Winter Services Plan (Volume 4 of the HMMP) is reviewed annually.

3.3. The New Roads & Street Works Act 1991 (NRSWA) is an enabling Act setting out the duties of the Council as a Street Authority to co-ordinate and regulate works carried out in the highway by any organisation and gives effect to a series of Regulations and Codes of Practice. The relevant Codes of Practice are:

- Specification for the reinstatement of openings in highways.
- Measures necessary when apparatus is affected by major works (Diversionary Works).
- Safety at road works and street works.
- Co-ordination of street works.
- Inspections.
- Record keeping.

Guidance on the range of responsibilities for the Council and Undertakers is set out in the Code of Practice (2nd Edition April 2001)

3.4. The Traffic Management Act 2004 introduces a number of provisions including:

- Highways Agency Traffic Officers;
- Highway Authority "Traffic Managers";
- Local Authority duty for network management;
- Permits for work on the highway;
- Increased control of utility works;
- Increased civil enforcement of traffic offences.

The most important feature of the Act is Section 16(1) which establishes a duty for local traffic authorities 'to manage their road network with a view to achieving, so far as may be reasonably practicable having regard to their other obligations, policies and the following objectives:

- Securing the expeditious movement of traffic on the authority's road network;
- Facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority.

Section 31 of the Act specifically states that the term 'traffic' includes pedestrians, so the duty requires the authority to consider all road users.

The duty is not limited to the actions of the Department responsible for traffic within an authority. Local authorities will need to consider the duty when exercising their powers under any legislation where this impacts on the operation of the network. "Authorities should therefore ensure that the whole organisation is aware of the duty and the implications for them. Authorities are required to appoint a Traffic Manager to administer the network management duty."

The Act also strengthens the regulatory regime with regard to the works of utilities and others within the highway including permit schemes, new conditions, and fixed penalty notices.

3.5. Powers contained in the Highways Act 1980 sit within a much broader legislative framework specifying powers, duties and standards for the wider network management function. These include:

- Road Traffic Regulation Act 1984 and the Traffic Signs and General Directions 1994.
- Road Traffic Act 1988 which provides a duty for Highway Authorities to promote road safety including a requirement to undertake accident studies and take such measures as appear appropriate to prevent such accidents occurring. It also requires Authorities, in constructing new roads, to take such measures as appear appropriate to reduce the possibilities of such accidents when the roads come into use.
- Road Traffic Reduction Act 1997.

3.6. In July 2002 the Council entered into a streetworks partnership with local Statutory Undertakers to ensure that all works in the Borough are carried out not only within the letter and spirit of the Act but also within all recognised best practice procedures.

- The partnership involves regular involvement between the members and includes:
- 6 weekly projects (coordination) meetings;
- joint inspection between the partners;
- specific meetings to discuss major planned works.

3.7. The functions of the Highway, Street and Traffic Authority are required to comply with an increasing range of legislation regulating the environmental effects of their operations including:

- The Wildlife and Countryside Act 1981 provides a framework of legislation relating to environmental and countryside issues with which highway maintenance operations must comply.
- The Environmental Protection Act 1990 provides the statutory basis for other environmental issues, in particular waste management, with which highway maintenance operations must comply. It also deals with requirement to keep the highway clear of litter and refuse which for local roads is not a duty for the Highway Authority.
- The Noxious Weeds Act 1959 places a responsibility on the Highway Authority to take action to inhibit the growth and spread of injurious weeds growing within the highway. Weed spraying operations are also regulated by the Environment Agency and by the Health and Safety Commission Code of Practice.
- Rights of Way Act 1990.
- Countryside and Rights of Way Act 2000.
- The Clean Neighbourhoods and Environment Act 2005.

- Flood & Water Management Act 2010
- 3.8. The Local Government Act 1999 places a general duty of Best Value on Local Authorities in England and Wales to ensure Best Value.
 - 3.9. The Health and Safety at Work Act 1974, together with the Management of Health and Safety at Work Regulations 1992 and Construction (Design and Management) Regulations 1994 require for Highway, Traffic and Street Authorities to carry out work in a safe manner and establish arrangements for the management of construction works.

4. Highway Network Inventory and Hierarchy

Network Inventories

- 4.1. The Highways Act 1980 requires the keeping of a register of roads that are maintainable at public expense. There is also a requirement under the New Roads and Street Works Act (NRSWA) 1991 to maintain information for the purpose of:
 - Identifying streets described as traffic sensitive where work should be avoided at certain times of the day (see appendix A for a list of streets in the Borough that have been designated as traffic sensitive).
 - Identifying structures under or over the street which need special consideration when work is planned.
 - Identifying reinstatement categories used by Statutory Undertakers in the reinstatement of their street works.
- 4.2. This information is maintained and updated on a regular basis to take account of new developments and/or amendments to the network, all within the framework of the national Street Gazetteer (NSG). The information is in a format that can be electronically accessed by Statutory Undertakers.
- 4.3. A detailed inventory of all the street lighting stock is also maintained to a similar standard in an electronic format.

Network Hierarchy

- 4.4. A network hierarchy is the foundation of the maintenance strategy. The hierarchy adopted for the Borough reflects the needs, priorities and actual use of each road in the network. It is also important that local hierarchy is dynamic and regularly reviewed to reflect changes in network characteristics and use. Volume 2 of the HMMP (entitled 'Highway Network Maintenance') contains tables that set out the council's Network Hierarchy.

5. Reducing Mobility Handicaps

- 5.1. The needs of people with mobility handicaps will be taken into account as an integral part of all aspects of the Highway Maintenance Management Plan. Wherever possible the Council will implement the Guidelines - "Reducing Mobility Handicaps - Towards a Barrier-Free Environment" published by the Institution of Highways & Transportation in July 1991 and any other relevant updated

information.

6. Managing Compliments, Complaints and Claims

- 6.1. The management of the highway network is a high profile public service and all communications, from whatever source, are electronically recorded and receive appropriate action and response.
- 6.2. 'Wokingham Direct' provide a Customer Care call service (tel: 0118 974 6000) for the management of telephone calls. The call centre personnel are regularly briefed on current highway issues and have access to further technical advice and support as necessary.
- 6.3. The Council is responsible for dealing with any third party claims in connection with highway incidents that occur within the Borough. A database will be maintained for evaluation purposes and to identify any specific actions.

7. Rechargeable Works

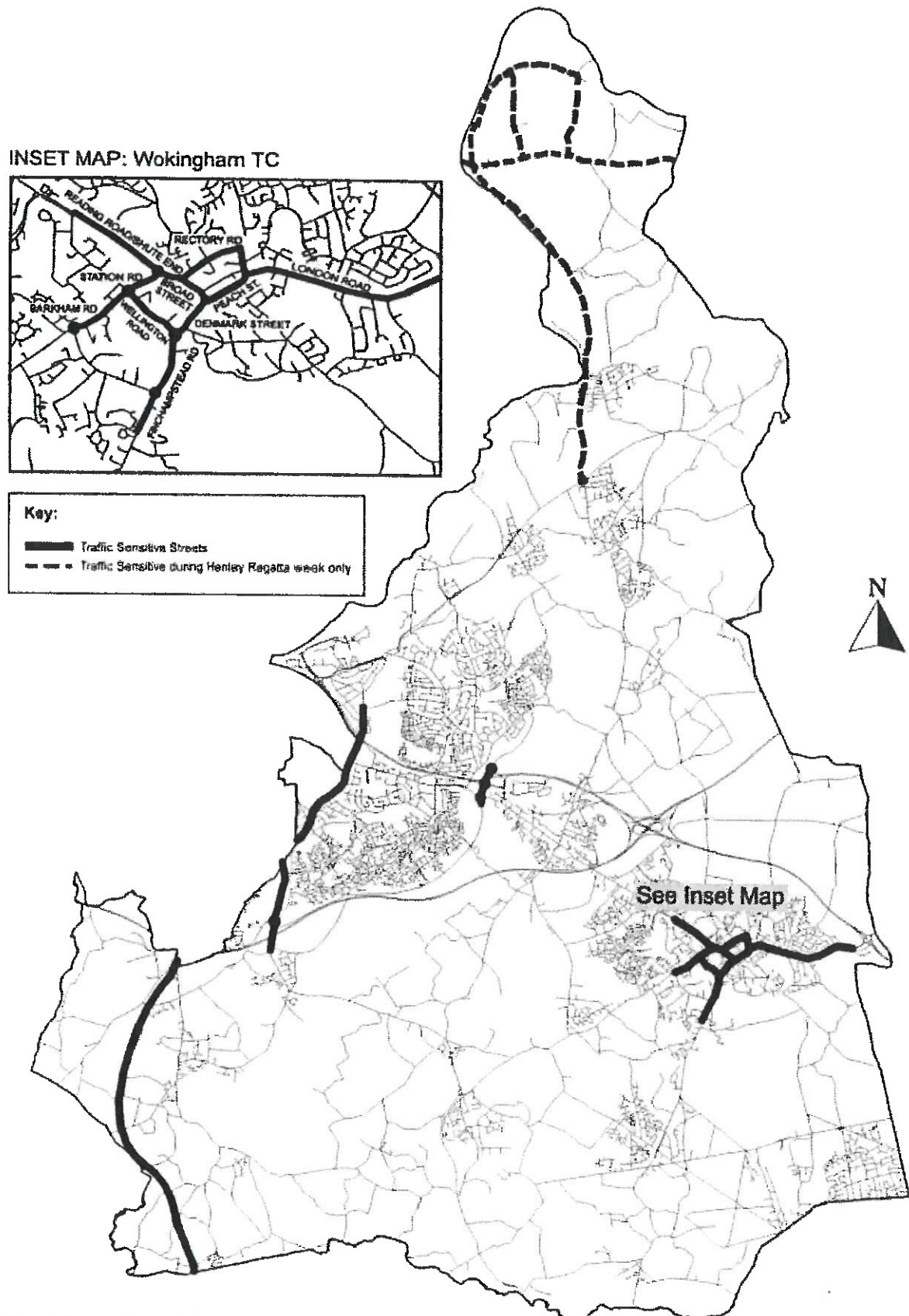
- 7.1. Wherever possible the Authority will recover the cost of repairing damage from third parties in the case of damage to street furniture, removal of debris etc.

8. Monitoring and Review

- 8.1. The establishment of regular and structured monitoring is a key requirement for a number of reasons:
 - (a) The character and use of the network is subject to constant change.
 - (b) Technical research on materials, treatments, processes and practices is rapidly evolving.
 - (c) The use of 'quieter' road surface materials will be used on major surfacing/resurfacing schemes wherever possible and with due consideration to cost. 'Preventative' surface treatments designed to extend the life of roads by sealing them against the ingress of water and re-establishing their skid resistance (e.g. surface dressing) will still be specified, as they can often be a more cost-effective treatment. It is recognised, however, that they do not result in as quiet a running surface as the more expensive surface treatments.
 - (d) A critical factor in determining liability.
 - (e) New forms of partnership for service delivery.
 - (f) Recording progress on Best Value Performance Plans, Local Transport Plans, Performance Indicators and targets.
- 8.2.
- 8.3. A comprehensive review of the Highway Maintenance Management Plan will be made every 3 years.

APPENDIX A

9. Traffic Sensitive Streets



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| Traffic Sensitive Streets | |
|--|---|
| Barkham Road (B3349), Wokingham | MereOak Lane (A33), Three Mile Cross |
| Broad Street (A329), Wokingham | Peach Street (A329), Wokingham |
| Carnival Pool Roundabout (A321), Wokingham | Reading Road (A329), Wokingham |
| Church Road (B3350), Earley | Rectory Road (A329), Wokingham |
| Denmark Street (A321), Wokingham | Shinfield Road (A327), Earley |
| Elm Road (B3350), Earley | Shute End (A329), Wokingham |
| Finchampstead Road (A321), Wokingham | Station Road (A321), Wokingham |
| Hollow Lane (A327), Earley | Swallowfield Bypass (A33), Swallowfield |
| Hollow Lane (A327), Shinfield | Wellington Road (A321), Wokingham |
| Loddon Bridge Interchange, Winnersh | Wilderness Road (B3350), Earley |
| London Road (A329), Wokingham | Wiltshire Road (A329), Wokingham |
| Market Place (A321), Wokingham | |

| Traffic Sensitive during Henley Regatta | |
|--|---------------------------------|
| Aston Lane, Remenham | Remenham Lane, Remenham |
| Henley Road (A4130), Remenham | Wargrave Road (A321), Twyford |
| High Street (A321), Wargrave | Wargrave Road (A4130), Remenham |
| Remenham Church Lane, Remenham | White Hill (A4130), Remenham |
| Remenham Hill (A4130), Remenham | |

A further list of streets has been identified where, in the opinion of the street works officer, major disruption might occur as a result of road works. These streets are not defined in the street works register as 'Traffic Sensitive' but works will be avoided on these roads during peak traffic periods wherever possible.

Other streets considered by The Engineer to be sensitive to traffic

A329M and A3290

Arborfield Road (A327), Shinfield

Bader Way (The), Woodley

Barkham Road (B3349), Barkham

Basingstoke Road (B3349), Shinfield/Swallowfield

Basingstoke Road, Shinfield

Bath Road (A4), Woodley/Sonning/Charvil/Wargrave

Beechwood Avenue, Woodley

Berkshire Way (A329), Wokingham

Binfield Road, Wokingham

Broadwater Lane (A321), Hurst

Brookers Hill, Shinfield

Butts Hill Road, Woodley

Church Lane, Shinfield

Church Road (B3350), Earley

Church Street (A321), Twyford

Coppid Beech (A329), Wokingham

Other streets considered by The Engineer to be sensitive to traffic

Davis Street (B3030), Hurst
Denmark Avenue, Woodley
Doles Hill (B3349), Barkham
Easthampstead Road, Wokingham/Wokingham Without
Eversley Road (A327), Arborfield
Finchampstead Road (A321), Finchampstead
Finchampstead Road (B3016), Finchampstead
Fleet Hill (B3348), Finchampstead
Glebelands Road (A321), Wokingham
Headley Road East, Woodley
Headley Road, Woodley
Heathlands Road, Wokingham Without
Hollow Lane (A327), Shinfield
Holmemoor Drive, Sonning
Hurst Road (A321), Twyford
Hyde End Road (B3349), Shinfield
Jubilee Road (B3016), Finchampstead
Keephatch Road, Wokingham
King Street Lane (B3030), Winnersh
Langley Common Road, Barkham
Loddon Bridge Interchange, Winnersh
Loddon Bridge Road, Woodley/Earley
Lodge Road (B3030), Hurst
London Road (A4), Earley
Longwater Road (B3016), Finchampstead
Lower Earley Way (B3270), Earley
Lower Earley Way North (B3270), Earley
Lower Earley Way West (B3270), Earley
Lower Wokingham Road (A321), Finchampstead/Wokingham Without
Miles Way, Woodley
Milton Road (A321), Wokingham
Mole Road (B3030), Sindlesham, Winnersh/Arborfield
New Bath Road (A4), Charvil/Twyford
Nine Mile Ride (B3430), Wokingham Without
Nine Mile Ride, Finchampstead
North Drive, Woodley
Odiham Road (B3349), Riseley
Old Bath Road (A3032), Charvil
Old Bath Road, Woodley
Park Lane, Charvil
Park Lane, Finchampstead
Pitts Lane (B3350), Earley

Other streets considered by The Engineer to be sensitive to traffic

Plough Lane, Wokingham
Pound Lane, Sonning
Pound Lane, Woodley
Reading Road (A327), Arborfield/Swallowfield/Finchampstead
Reading Road (A329), Earley/Woodley/Winnersh/Wokingham
Robin Hood Lane (B3030), Winnersh/Hurst
Sandhurst Road (A321), Finchampstead/Wokingham
School Green (B3349), Shinfield
Shepherds Hill (A4), Woodley
Sindlesham Road (B3030), Arborfield
Spitfire Way, Woodley
Straight Mile The (B3018), Hurst
Straight Mile The, Hurst
Tippings Lane, Woodley
Twyford Road (A321), Hurst
Village The (B3348), Finchampstead
Waingels Road, Charvil/Woodley
Waltham Road (A321), Twyford
Waltham Road (B3018), Hurst/Twyford
Wargrave Road (A321), Twyford
Warren House Road, Wokingham
Wharfdale Road, Winnersh
Whitley Wood Lane (B3270), Earley
Wiltshire Road, Wokingham
Wokingham Road (A321), Hurst
Wokingham Road (A329), Earley
Woodlands Avenue, Woodley

Glossary of Terms

Best Value

Ensuring that services are responsive to the needs of citizens not the convenience of service providers. Securing continuous improvement having regard to a combination of economy, efficiency and effectiveness.

Carriageway

The part of the highway laid out for use by wheeled vehicles.

Cycleway

A cycle track, shared surface forming a route or part of a route.

Footpath

Off-road Public Right of Way for pedestrian use only.

Footway

A Public Right of Way (PROW) on foot which is part of a highway that includes a carriageway.

Highway

Collective term for publicly maintained facilities laid out for all types of user and includes, for the purpose of this Code, roads and streets.

Highway Alliance

The highway alliance is a non-contractual arrangement bringing the term contractor, consultant and Borough together as a team to enhance the effective delivery of the highways and transport service.

Highway Register

Register of public highways maintained by Authorities, mainly for the purpose of Land Charge Searches.

Investigatory Level

The standard of asset condition below which the need for treatment should be considered.

Maintenance Type

The nature of planned maintenance response, for example reactive, routine or programmed.

Maintenance Category

The nature of maintenance work undertaken, for example cleansing, patching, resurfacing etc.

Performance Indicator

The measure of performance in exercising a function.

Pavement

Collective term for the construction of all running surfaces.

Road

See Carriageway.

Safety Inspection

Inspections to identify all defects likely to create danger or serious inconvenience to users or the wider community.

Service Inspection

Inspections to identify all defects likely to compromise serviceability.

Street

See Highway

Structural Condition Survey

A number in the range 0 - 100 which defines the relative condition of the highway. Higher numbers reflect increasing deterioration.

Sustainability

Securing a balance of social, economic and environmental wellbeing that does not compromise the ability of future generations to meet their own needs. Also to ensure that financial and operational resources are provided to avoid progressive deterioration of the asset.

Winter Service

Collective term for all specialist winter operations. Also called Winter Maintenance. Generally involves salting the roads.

Key References

Highways Act 1980

New Road and Street Works Act 1991

Rights of Way Act 1990

Road Traffic Regulation Act 1984

Road Traffic Act 1988

Traffic Management Act 2004

Code of Practice for Maintenance Management, IHT July 2005

Highways Winter Maintenance, ICE 2000

Local Transport Plan 2001-2006, WDC July 2000

Highway Maintenance Strategy 2001-2006, WDC July 2001

Cycling Strategy, WDC June 2000

Traffic Management Plan

Henley Royal Regatta – East side of the River Thames

Daytime events (07:00 – 21:00hrs)

and Evening events (21:00 – 01:00hrs)

Proposed Date – Wednesday 3rd July – Sunday 7th July 2019

Location – Henley and Remenham

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Traffic Management Plan for Henley Royal Regatta – East side of the River Thames

1 Overview

1.1 Henley Royal Regatta annual event

Henley Royal Regatta has been held annually on the banks of the River Thames at Henley and Remenham since 1851. It is a series of knock-out rowing races with only two boats racing in each heat and involves many facets of the community going to Henley to watch the races and joining in the revelry over a 5-day (Wed – Sun) period, normally in early July.



Access to the Official Enclosures is by invitation/ticket only; however, members of the public are able to watch the racing from public areas along the river bank or avail themselves of many unofficial facilities and Enclosures in and around the Henley Reach of the Thames and around the town of Henley-on-Thames. It is estimated that only 1 in 4 visitors attend the Official daytime event.

Car parking is provided by various landowners along Remenham Lane and Remenham Church Lane.

1.2 Site

The rowing competition takes place on the river Thames along a length of 1 mile 550 yards from near Henley Bridge to Temple Island. Spectators may enter a variety of enclosures and bars along the river or take picnic on to the river bank.

1.2.1 Stewards' Enclosure

This enclosure is situated on the Berkshire side of the river, adjacent to the last part of the Course and the Finish line. It comprises two covered grandstands, a restaurant marquee, several bars, a bandstand and so on - all set in immaculately prepared lawns. It is only open to Members of the Stewards' Enclosure and their guests. Overseas competitors are also given the opportunity to purchase tickets.

1.2.2 Regatta Enclosure

The Regatta Enclosure is situated immediately downstream of the Stewards' Enclosure and slightly further away from the Finish. Subject to ticket availability as numbers are limited, this enclosure is open to all on payment of the admission fee. Competitors gain free access to this area.

1.2.3 Remenham Club

Remenham Club is situated a little over half way along the course on the Berkshire side of the river. It is a social club run by and for members of seven rowing clubs on the Thames (the "Founding Clubs"). They also let part of the land to Gorilla Events Ltd, who operate a public bar.

1.2.4 Upper Thames Rowing Club

The clubhouse and frontage of the Upper Thames Rowing Club is on the Berkshire side of the river, immediately downstream of Remenham Club. The clubhouse is only open to its members and guests but the club lets out the land around the clubhouse to retailers, food vendors and bars that attract significant numbers of the general public to the area, notably the public bar of Creative Events Ltd.

1.2.5 Remenham Farm

Remenham Farm occupies the riverside on the Berkshire side of the Thames from opposite the Fawley box to a point just upstream of the Barrier timing point and is owned by The Copas Partnership. During the Regatta the Partnership runs hospitality enclosures, catering facilities and public bars including the Barn Bar. It also leases the land to a large number of retailers and hospitality units and offers car parking and camping. Remenham Farm is open to the public and entrance fees apply for certain enclosures.

1.2.6 Leander Club

The clubhouse and grounds of Leander Club is situated on the Berkshire side of the river beyond the finish line of the regatta course, between the boat tents and Henley Bridge. Leander Club has a large marquee constructed for the regatta week and holds a large function on the Saturday night of the Regatta. It is open mainly to its members and their guests but operates Corporate Hospitality too.

1.2.7 Phyllis Court

The Phyllis Court Club is situated on the Buckinghamshire side of the river, opposite the finish line. It is open only to its members and their guests but operates Corporate Hospitality too.

1.2.8 Henley Cricket Club

The Club hire out their ground for car parking, and also let space out for some private parties.

1.3 Road Network in the vicinity

A single track public road called Remenham Lane runs parallel approximately 50 to 100metres from the eastern river bank. This links the A4130 with Remenham Church and village. Another wider loop from Remenham Lane is formed by following the lane to its junction with Aston Lane. The A4130 is the main route into Henley-on-Thames from the East linking up with the A404, which in turn provides links between the M25, M4 and M40 Motorways.

The A321 Wargrave Road connects Henley to the towns of Twyford and Wokingham to the south, and on the western side of the river, the A4155, Reading Road connects Henley to Reading.

2 Event Traffic

2.1 Expected levels of Traffic

The number of vehicles actually travelling to the event (or using all the available car parks) is not available. However, from WBC's automatic traffic counter site on A321 Wargrave Road, the 2010 event indicated an increase in daily traffic flow of between 4,300 and 6,000 vehicles. It is likely that these vehicles would be generated by the Regatta. This therefore represents an increase in traffic along this road, which may be representative of all the major roads into Henley, of between 61% and 103%.

In the three Official Car Parks of Lion Meadow, Green's and Butler's Fields, maximum daily capacity is approximately 1900 vehicles (recently 1600 is the more normal figure) but this is a tiny proportion of the overall numbers of cars attending the various facilities and enclosures.

The Station Manager at Henley-on-Thames reports that in recent years around 9,000 passengers arrive by train although in 2010 16,000 arrived by train.

2.2 Peak periods of traffic

The racing starts from 0830am on the Wednesday and Thursday, 9am on Friday, 10am on Saturday and 11.30am on the Sunday, Finals day.

In the Official Enclosures, people begin to arrive from approximately half an hour before racing commences, but arrivals tend to be between 10am and lunchtime.

Racing finishes at no later than 7.30 p.m.

People leave the Official Enclosures when they shut at around 8 p.m. but other licensed facilities away from the Official site currently operate much later, normally until the early hours, particularly into Sunday morning.

2.3 Pre and post event traffic

The Official site build takes place from April so the movement of large vehicles is well spaced and limited in number. Access to the Official site is via the A4130 trunk road. The dismantling of the Official site takes around six weeks so again the movement of large vehicles is well spaced and limited in number.

The other site operators construct their facilities over a much shorter period of time and access to their sites is via Remenham Lane or Remenham Church Lane.

Vehicles making deliveries to and from the various licence holders of events should not be in excess of 17 Tonnes gross weight as the Traffic Regulation Order specifies this weight limit for the lanes in Remenham.

3 Parking

3.1 Car parks –

There are a number of car parking areas associated with the Royal Regatta course, the official ones being:

- A The Competitors car park,
- A Lion Meadow,
- A Butler's Field,
- A Green's field

At these drivers are issued with car park labels, and these may be purchased for cash, subject to availability, at the entrance or in advance from Regatta Headquarters. Competitors get a limited number of free car park passes for each crew, which enables them to park in Butler's field or Green's field. Accredited members of the press can also apply for free car park passes.

Other car parks are operated at

- A Henley Rowing Club
- A Wargrave Road and Meadows
- A Henley Canoe Club
- A Henley Cricket Club
- A Remenham Court (Mahiki)
- A Remenham Club (Including the allocated Remenham Club spaces, i.e. South end of the Copas Hillside car park).

- A Upper Thames Rowing Club
- A Old Blades (private house that operates facilities)
- A Remenham Farm (Hillside and Meadows)

The main Remenham Hillside and Meadows Car Parks are open to the general public and drivers can purchase tickets on the day (non-reserved) or in advance from The Copas Partnership. The entrance to the Meadows car park is from Remenham Church Lane and Hillside from Remenham Lane (see Appendix B1).

Most facilities are operated by enterprising land owners but there are also numerous public parking areas such as the station and Grays Road.

3.2 Car park capacities

The combined capacity of Lion Meadow, Green's and Butler's Fields is approximately 1900 vehicles, and most spaces are allocated on tickets sold in advance of the event.

3.3 Car park lighting

There is lighting alongside the Official Regatta Car parks but as those facilities close at around 8pm spectators are able to drive away in full daylight.

3.4 Car parking for VIPs – i.e. participants etc

Similarly, there is lighting alongside the Official VIP parking area but as those facilities close at around 8pm the VIPs are able to drive away in full daylight.

3.5 Disabled parking

Again, there is lighting alongside the Official Disabled parking area but as those facilities close at around 8pm the cars are able to drive away in full daylight.

3.6 Taxi pick up / drop off

The limited Official Taxi point during the Regatta is accessed from the A4130 via the Leander Club access road, and is located close to the gateway onto Remenham Lane. There is lighting provided alongside this Taxi point; however, as the point closes at 9pm daily, cars are able to drive away in full daylight.

During the Regatta and evening events, taxis will be permitted to pick up and drop in the two laybys on the east side of the Henley Bridge. U-turn manoeuvres will not be permitted at this point and the area will be marshalled as appropriate.

4 Public transport

Arriva Buses operate the hourly '850' service between Reading and Henley along the A4 and A321 Wargrave Road. Arriva usually arrange extra bus services from Marlow and High Wycombe to make it easier for people to attend the area during the evening, though there is some uncertainty in the provision of funding for this in 2012. They use larger capacity vehicles during the Regatta.

Courtney Coaches operate their normal '239' service of 3 journeys per day from Maidenhead via Knowl Hill to Henley.

Pedestrian signing is set out to direct those spectators arriving by train.

The rail services also normally arrange one or two 'ghost' trains (unadvertised) after the normal scheduled last train of the evening on the Saturday night in order to cater for the generally large number of passengers who inevitably attempt to catch the last train.

5 Vehicle Traffic Management

5.1 Traffic route to the event

The main routes to the Regatta are as follows:-

- (i) A4130 from Wallingford inbound from north-west to the A4130 across Henley bridge to Remenham Church Lane.
- (ii) A4155 from Reading inbound from south to the A4130 across Henley bridge to Remenham Church Lane
- (iii) A4155 Marlow inbound from east to the A4130 across Henley bridge to Remenham Church Lane
- (iv) M25, M40 or M4 to A404 inbound from east to the A4130 to Remenham Church Lane.
- (v) A321 Wargrave Road to Kentons Lane to Upper Culham Road to the A4130 and to Remenham Church Lane

Through Traffic is encouraged, by means of advance traffic signs and illuminated boards, to avoid the area during the time of the Regatta.

Following a successful trial in 2014, temporary traffic cylinders (or bollards) will be in place on A4130 White Hill between A321 Wargrave Road and the entrance to the Leander Club. The cylinders will enforce a temporary no U-turn restriction, which has been enacted under notice. Turning areas to roads and vehicle access will be kept clear. During emergency situations, the cylinders can be removed at short notice.

5.2 Special traffic management

Once drivers are travelling on the A4130 to the event, two different traffic management plans are in place in accordance with the following times. TM plan 1 and 2 are shown in Appendices B1 {& B2} and C1 {& C2}, with associated plans shown in plans D1 and D2.

| Day | Time | Traffic Management Plan 1 | Traffic Management Plan 2 | No special Traffic restriction |
|-----------|---------------|---------------------------|---------------------------|--------------------------------|
| Wednesday | 07:00 – 16:00 | A | | |
| | 16:00 – 21:00 | | A | |
| | 21:00 – 07:00 | | | A |
| Thursday | 07:00 – 16:00 | A | | |
| | 16:00 – 21:00 | | A | |
| | 21:00 – 07:00 | | | A |
| Friday | 07:00 – 16:00 | A | | |
| | 16:00 – 21:00 | | A | |
| | 21:00 – 07:00 | | | A |
| Saturday | 07:00 – 16:00 | A | | |
| | 16:00 – 21:00 | | A | |
| | 21:00 – 01:00 | | A | |
| Sunday | 01:00 – 07:00 | | | A |
| | 07:00 – 16:00 | A | | |
| | 16:00 – 21:00 | | A | |
| | 21:00 – | | | A |

5.3 Traffic routes away from the site –

Traffic from the various car parks (after 16.00hrs) will follow the clockwise one way system along Remenham Lane and/or Remenham Church Lane to join the A4130 and above routes (i) to (v) in reverse.

6 Pedestrian routes

6.1 Route from town centre

Pedestrians from Henley town centre and rail station will cross Henley bridge into the WBC area, and wherever possible will be encouraged to use public footpaths along the river to access the viewing positions. This should ensure that there will be a minimum amount of pedestrians on the lanes around the event used chiefly by traffic accessing the car parks.

It is vital that car park operators are made aware of the one way changeover times to ensure that vehicles are held within car park

Any person undertaking the erection or removal of signing and guarding on the public highway must hold the appropriate level of qualification under the terms of the New Roads and Streetworks Act 1992.

Note: the above procedures may be modified at any time to react to unusual circumstances on the instruction of officers from Thames Valley Police. Any issues identified by Thames Valley Police or WBC officers must be rectified by HRR TM contractors

8 Traffic Regulation Orders

In order to facilitate the required traffic management for this event, Wokingham Borough Council has put in place all the required permanent and Temporary Traffic Regulation Orders. These restrictions include one way systems, no waiting areas, clearways and road closures.

8.1 Prohibition of Waiting / Clearway Orders - management

As Remenham Lane and Remenham Church Lane are both narrow single carriageway roads, a clearway will be introduced on these roads during the implementation of TM Plans 1 & 2. This is to ensure that event visitors do not stop or park on these roads and cause obstruction to other event visitors and residents. The Clearway Order will also permit the Police to move on immediately any driver that has stopped on the road and is waiting to pick up passengers if they are deemed to be causing an obstruction.

A prohibition of waiting Traffic Order has been enacted on the A4130 and A321, marked by double yellow lines, and so it will no longer be necessary to set out no waiting cones along these approx. 900 metre sections of A-class roads.

Wokingham Borough Council parking contractors will undertake enforcement of any parking restrictions following the adoption of Civil Parking Enforcement. Thames Valley Police retain the powers to remove vehicles parked in a manner to obstruct the public highway.

8.2 Road Closures

(1) Remenham Lane between Remenham Church Lane and Aston Lane will be closed to all vehicles except residents requiring access between 07:00hrs and 21:00hrs Wednesday to Friday and Sunday and 07:00hrs Sat until 01:00hrs Sunday morning.

(ii) Remenham Lane and Remenham Church Lane will be closed to traffic entering for approximately 10-15minutes at 16:00hrs on Wednesday,

| | |
|----------------------------|---|
| | <p>signs (signs could be erected the day before and covered over).</p> <ul style="list-style-type: none"> A TM contractor to exit system at junction of Remenham Church Lane with A4130. One-way arrows {no. 642} and 17T weight restriction {no. 626.2} needed at this junction. TM contractor to set out the Clearway, No stopping special signs and Clearway End signs at the respective junctions with A4130 and on the Lanes – as shown in Appendix B2 A Marshalls will be required to guide traffic at points described in Section 9 and shown in TM Plan 1. |
| <p>At 16:00 Sun</p> | <ul style="list-style-type: none"> A TM contractor to implement TM Plan 2 A Closure at Remenham Lane junction with A4130 to remain in place. TM Contractor to proceed to Remenham Church Lane junction with A4130 to close Remenham Church Lane (no entry sign) and prevent Traffic entering; and two-way warning on back{no. 522}. A TM contractor to reverse the Clearway, No stopping special signs and Clearway End signs at the respective junctions with A4130 and on the Lanes – as shown in Appendix C2. A TM contractor to enter system and proceed down Remenham Church Lane and then Remenham Lane swapping over the one-way signs as they go. A As TM contractor passes the various car park exits, vehicles will then be required to follow the new one- way direction which has just been implemented. A The TM contractor exits at Remenham Lane junction with A4130 by Little Angel pub and removes the closure, i.e. the no-entry signs, replacing with one-way arrows {no. 652} and 17T weight restriction {no. 626.2}. (maximum time of 10-15mins expected). A Traffic to be held in car parks during one-way changeover until works vehicle has passed and signs are in place. A Marshals will be required to guide traffic at points shown in TM Plan 2. |
| <p>At 21:00 Sun</p> | <ul style="list-style-type: none"> A TM contractor removes TM Plan 2 A The contractor will enter the one way system at Remenham Lane junction with A4130 by Little Angel pub and follow the one-way direction. They will remove / bag over or rotate towards the verge all the traffic plan signage and remove the closure (no entry signs) at Remenham Church Lane when they get there. A Finally, the TM contractor will remove the closures on Remenham Lane between its junctions with Aston Lane (immediately west of Flowerpot pub) and Remenham Church Lane (by Remenham Church). |

Thursday, Friday, Saturday and Sunday to facilitate the change-over of the one way system.

9 Marshalling

Requirements of marshals for traffic management at Henley Royal Regatta are set out in the following table:-

| | |
|----------------------|---|
| At 08:00 Wed | <p>A Provide following marshals from 08.00 to 21:00:</p> <ul style="list-style-type: none"> ▪ 1 marshal at Remenham Lane jw A4130 ▪ 1 marshal at Remenham Church Lane jw A4130 ▪ 1 marshal Remenham Lane jw Remenham Church Lane |
| At 08:00 Thur | <p>A Provide following marshals from 08.00 to 21:00:</p> <ul style="list-style-type: none"> ▪ 1 marshal at Remenham Lane jw A4130 ▪ 1 marshal at Remenham Church Lane jw A4130 ▪ 1 marshal Remenham Lane jw Remenham Church Lane |
| At 08:00 Fri | <p>A Provide following marshals from 08.00 to 21:00:</p> <ul style="list-style-type: none"> ▪ 1 marshal at Remenham Lane jw A4130 ▪ 1 marshal at Remenham Church Lane jw A4130 ▪ 1 marshal Remenham Lane jw Remenham Church Lane |
| At 08:00 Sat | <p>A Monitor cones and replace every 2 hours until 01:00 Sunday.</p> <p>A Provide following marshals from 08.00 to 01:00 Sunday:</p> <ul style="list-style-type: none"> ▪ 1 marshal at Remenham Lane jw A4130 ▪ 1 marshal at Remenham Church Lane jw A4130 ▪ 1 marshal Remenham Lane jw Remenham Church Lane |
| At 08:00 Sun | <p>A Provide following marshals from 08.00 to 21:00:</p> <ul style="list-style-type: none"> ▪ 1 marshal at Remenham Lane jw A4130 ▪ 1 marshal at Remenham Church Lane jw A4130 ▪ 1 marshal Remenham Lane jw Remenham Church Lane |

During the 2018 Regatta, qualified marshals will have 'Stop/Go' boards available to them throughout the Regatta. They will be authorised to use these to ensure that traffic is kept flowing on A4130 White Hill during such times as Oxfordshire County Council are manually controlling the signals.

10 Event Emergencies

10.1 Emergency road access

Emergency access (the Red Route) will be via the public road one-way system using entry from the A4130 via Remenham Lane or Remenham Church Lane dependent on time of day (see Plans TM 1 and TM2). If necessary, emergency vehicles are also permitted within the Traffic Order to drive through the closures on Remenham Lane at its junctions with Aston Lane and Remenham Church Lane.

10.2 Emergency contact list

This list is not be given out without the express permission of the people named.



EVENT SAFETY PLAN 2019

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- Appendix Z – Counter Terrorism Briefing Note

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Sue Dowling

From: McKie-Smith, Nick <nick.mckie-smith@environment-agency.gov.uk>
Sent: 26 June 2019 09:07
To: Daniel Grist
Cc: Edward Warner; Morgan, Carol
Subject: Henley Royal Regatta Course

Dear Daniel,

Carol and I undertook formal river inspection of the course yesterday, and whilst doing so also had the opportunity to catch up with Cook Piling.

The course looks excellent, and as far as I can tell, is in exactly the same position as previous years and as per Section 60 (TCA 1932) agreement.

I have to say I also think the river and banks of the course are looking spectacular this year.

Kind regards

Nick

Nick McKie-Smith
Waterways Operations Manager
Thames

☎ **03708 506506 / 58813**

✉ **Environment Agency, Kings Meadow House, Reading, RG1 8DQ.**



To register a boat on the river please contact our BoatReg Team on 03708 506506, or visit [Boat registration on the River Thames](#)



To apply for consent to install or retain a structure on the river, please visit [Accommodation licence on the River Thames](#)



Environment Agency 24 hour transient moorings are free for 24 hours only. Please respect all landowner consents & conditions for mooring.

We will provide an efficient and high quality service, in doing this we want you to respect our staff. We won't tolerate threatening, abusive or violent behaviour. Visit [GOV.UK](#)

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**MINUTES OF A MEETING OF THE
LICENSING AND APPEALS COMMITTEE
HELD ON 4 SEPTEMBER 2018 FROM 7.05 PM TO 9.10 PM**

Committee Members Present

Councillors: Barrie Patman (Chairman), Bill Soane (Vice-Chairman), Chris Bowring, Rachel Burgess, Lindsay Ferris, Mike Haines, John Halsall, Emma Hobbs, Malcolm Richards, Rachelle Shepherd-DuBey, Chris Smith and Sean Murphy

Officers Present

Luciane Bowker, Democratic & Electoral Services Specialist
Neil Allen, Legal Advisor to the Committee
Julia O'Brien, Licensing Team Manager
Charlie Fletcher, Acting Lead Officer, Policy and Governance
Sean Murphy, Public Protection Partnership Manager

13. APOLOGIES

Apologies for absence were submitted from Councillors Abdul Loyes and Oliver Whittle.

14. MINUTES OF PREVIOUS MEETING

The Minutes of the meeting of the Committee held on 27 June 2018 were confirmed as a correct record and signed by the Chairman.

15. DECLARATION OF INTEREST

A declaration of interest was submitted from Councillor Chris Smith in relation to item 22 of the agenda on the basis that he worked for a national lottery draw operator on behalf of his firm. Councillor Smith did not vote on that item.

16. PUBLIC QUESTION TIME

There were no public questions.

17. MEMBER QUESTION TIME

There were no Member questions.

18. CRITERIA POLICY FOR LICENSED VEHICLES

The Committee received the Criteria Policy for Licensed Vehicles report which was set out in agenda pages 15-24.

Julia O'Brien, Licensing Team Manager referred to the report contained in the agenda and stated that the report reflected the recommendations that had been made at the last meeting and by the Task and Finish Group which had been set up to look at the policy. She informed that the Task and Finish Group had included Licensing Officers, Licensing Committee Members and a representative from the trade.

During the discussion of the item the following points were made:

- Councillor Burgess asked if there was more information available about introducing specific requirements for ramps. Julia O'Brien informed that Laura Driscoll, former Principal Officer, Public Protection Partnership had contacted other Local Authorities and she had found that Slough Borough Council had in its policy a 20% gradient requirement for ramps, other Local Authorities did not have ramp specifications. Julia O'Brien pointed out that the level of ramps also depended on the ground level;

- 1) The Licensing and Appeals Committee agrees to the proposed amendments to the Criteria Policy for Licensing of Vehicles as outlined at Annex A of the agenda;
- 2) The new requirements would come into effect immediately for any new vehicles, and within a period of five years for existing vehicle licences;
- 3) The mileage requirement be replaced with a requirement to the driver to have an independent advanced vehicle inspection (such as that carried out by the RAC) with the cost to come borne by the vehicle proprietor.

19. CUMULATIVE IMPACT ASSESSMENT

(Councillor Halsall declared a prejudicial interest in this item and did not take part in the discussion and vote of the matter)

The Committee received the Cumulative Impact Assessment (CIA) report which was set out in agenda pages 25-28.

Julia O'Brien stated that there had been a change in the legislation in relation to cumulative impact since the issue was first raised by the Committee. She stated that a consultation had been carried out under the old legislation and that this item had since then been deferred. The Committee was now required to take one of three possible courses of action, as listed in the report.

RESOLVED That the Committee agreed to stop the current consultation process altogether, whilst acknowledging that the process could be commenced in the future for any part of the Borough, should circumstances arise that suggest a cumulative impact assessment should be considered.

20. REVIEW OF STATEMENT OF LICENSING POLICY

The Committee received the Review of Statement of Licensing Policy report which was set out in agenda pages 29-54.

Julia O'Brien stated that Wokingham Borough Council was required to prepare and publish a Statement of Licensing Policy (SLP) every five years in accordance with section 5 of the

6 (11)

Tel: 0118 974 6467 (Direct Line) Fax: 0118 974 6313
Customer Services Tel: 0118 974 6000
Email: edward.day@wokingham.gov.uk
Date: 20th June 2019
My ref: ED/HenleyRegatta
File ref: TM/ Remenham



**WOKINGHAM
BOROUGH COUNCIL**

Mr E Warner
Head of Operations
Henley Royal Regatta
Regatta Headquarters
Henley-on-Thames
Oxfordshire
RG9 2LY

Delivery and Infrastructure
P.O. Box 153
Shute End, Wokingham
Berkshire RG40 1WL
Tel: (0118) 974 6000
Minicom No: (0118) 974 6991
DX: 33506 – Wokingham

Dear Mr Warner,

REF: HENLEY ROYAL REGATTA SIGNING 2019

Please accept this letter as confirmation that Henley Contracting LTD may act as agent to Henley Royal Regatta by erecting and changing the regulatory signs on the public highway in relation to the temporary Traffic Regulation Orders in place for the 2019 event.

It is understood by Wokingham Borough Council that Henley Contracting has public liability insurance up to the value of £10 million.

If you have any queries regarding this matter please do not hesitate to contact me on the above direct telephone number.

Yours sincerely,

Ed Day
Streetworks Traffic Manager – Street Works Team



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Weekly Newspaper of the Year

Henley Standard

The Henley and South Oxfordshire Standard

Friday, June 7, 2019

www.henleystandard.co.uk

3

TAKE FIVE: What do you think of the regatta's plans to have a sixth day?



"I think one more day will mean even more people will be part of the regatta. It's an incredible opportunity for people to race — it's a once-in-a-lifetime thing."

Jonathan Wylder, 62, sculptor, from Nettlebed



"I have no objection at all to expanding it. I went to the regatta for many years because I worked in Henley for 35 years. I think it's a positive move."

Jill Barry, 75, retired, of Pyrton Lane, Watlington



"I think it's a good idea. The town thrives on it. I'm very definitely in favour of introducing more events for women."

Ian Hill, 74, retired, of Couching Street, Watlington



"I think it's great, why not? I think the women in town will be very pleased and it's another day to party. One more day isn't going to make a lot of difference."

Wendy Morley, works in accounts, of Station Road, Henley



"If you extend from five to six days businesses will benefit. Rates and council tax are very high. Any event happening a little bit longer and everyone will benefit."

Abdus Salam, 58, manages Astana Spice, of Tuns Lane, Henley

Your letters

Write to: The Editor, Henley Standard, 1 Station Road, Henley-on-Thames, Oxon, R

I'd welcome sixth day

Sir, — Councillor John Halsall must be the most miserable man alive.

Adding an extra day to Henley Royal Regatta is an excellent idea as it will encourage the growth of women's rowing and promote diversity and inclusiveness in our sport.

Most people forget that our female rowers out-medalled the men at London 2012.

I am always amused and astonished when fellow Henley residents moan about the regatta — after all, it has been going since the 1830s and is world famous.

Did you not realise that there was a regatta in Henley when you moved here?

The regatta brings prestige and renown to the town and many other benefits, including a significant cash injection to the local economy.

Yes, there is some antisocial behaviour but no more so than other events in the social season and most of this behavior occurs on the Friday and Saturday.

I hardly think we will need to worry about hooliganism on a Tuesday.

I think we can put up with a week's disruption once a year and, frankly, if you can't, then the first week of July is an excellent time for a holiday! — Yours faithfully,

Natasha Nixon

Henley

