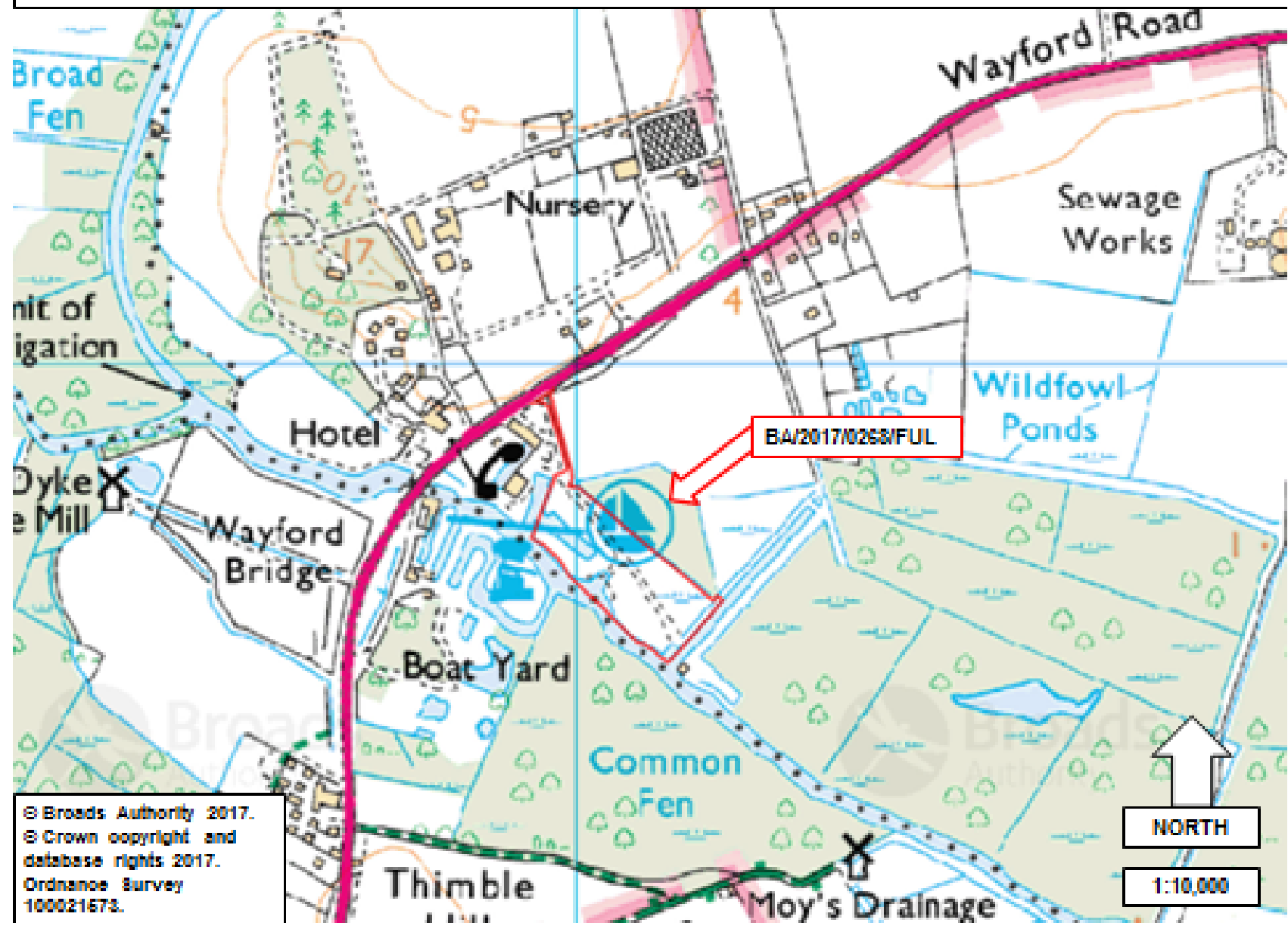


**Reference:**

BA/2017/0268/FUL

**Location**

Wayford Marina, Wayford Road, Wayford Bridge,  
Stalham



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Ordnance Survey  
100021573.

NORTH  
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**Application for Determination**  
Report by Planning Officer

<b>Target Date</b>	31/01/2018
<b>Parish:</b>	Stalham Parish Council
<b>Reference:</b>	BA/2017/0268/FUL
<b>Location:</b>	Wayford Marina, Wayford Road, Wayford Bridge
<b>Proposal:</b>	Redevelopment of the Existing Wayford Marina to include an improvement to the facilities, allow public access and the construction of an additional workshop, office and toilet.
<b>Applicant:</b>	Wayford Marine Ltd
<b>Recommendation:</b>	Approve subject to Conditions
<b>Reason for referral to Committee:</b>	Major Development

## **1 Description of Site and Proposals**

- 1.1 Wayford Marina is situated approximately 2.5km directly west of Stalham on the southwestern edge of the village of Wayford. The site is located to the south of the A149. The River Ant fronts the site running northwest to southwest and Long Dyke forms the south-eastern boundary. The north-western boundary adjoins the Vintage Boat Company site. The site covers an area of approximately 2.2ha.
- 1.2 The site is accessed via a private track running from the A149 into the north-western corner of the site, which also provides access to the property known as The Malthouse situated between the site and the A149. A Portacabin type building, used as an office, and a toilet block are situated in the northwest corner of the site. Opposite this there is a mooring basin. About half of the site to the north-west has historically been used as a boatyard and two sheds, measuring approximately 30m x 25m combined, have been erected on the site for use by the boatyard. Beyond these sheds, to the southeast, is mostly

rough ground which until recently was covered with an accumulation of elderly boats and general scrap. A small part of this area remains in a natural state comprising reed bed and alder carr. A small mooring cut exists in the south-eastern corner of the site. A slipway is located towards the middle of the site providing boat access to the river. Until recently many boats were moored along the river frontage of the site and within Long Dyke in a somewhat haphazard arrangement and it is estimated that in total there were probably over 100 boats on the site.

- 1.3 The site is situated in Flood Risk Zones 1, 2 and 3 on the Environment Agency's Flood Risk Maps.
- 1.4 The proposal is for the continued use of, and improvements to, the boatyard, comprising the erection of 3 buildings and other improvements. The existing access off the A149 would be retained. A flat roofed, stained cedar clad building, measuring 8.1m by 4.5m approximately with a maximum height of approximately 2.49m, would be erected at the entrance to the site to accommodate the office and a stained cedar clad portable steel unit, measuring approximately 2.4m by 4.8m with a maximum height of approximately 2.8m would be erected as a new toilet block adjacent to the office. A new storage building would be constructed adjacent to the two existing workshops and the north-eastern site boundary. This building would measure 18.6m by 10.7m with a ridge height of 6.25m. It would be a pitched roof building constructed of Goose Wing grey profile sheeting.
- 1.5 The existing slipway in the centre of the site would be made available to the public for boat and canoe launching. The southern-most part of the existing mooring basin would continue to be used to provide 28 moorings with the northern area being used to moor 4 boats for sale and accommodate 8 day boats for hire. The quay heading along the Long Dyke site frontage, around the small mooring cut, adjacent to the area of public moorings and within the main mooring basin would all be replaced. A new boardwalk would be extended along the river frontage of the site, extending along the Long Dyke frontage, and a number of floating finger jetties would be added to the river frontage of the site on either side of the slipway to maximise the mooring opportunities associated with this boatyard. The finger jetties would comprise 4no. 800mm x 7.4m and 2no. 800mm x 5.5m. In summary the resultant mooring to be provided at the marina would comprise:

28 x side on moorings on the river (including 4 in the small cut in the southeastern corner of the site);

9 x side on to the new finger jetties on the river;

28 in the existing basin;

2 x 24hr moorings for public use on the river;

4 x boats for sale in the basin;

8 x day boats for hire in the basin;

Total 79 moorings.

Onsite car parking would be provided at various locations on the site for day boat, brokerage and boatyard customers, totalling 35 spaces, including 5 for the less able. Previously there was no formal onsite parking.

- 1.6 At the time the application was submitted it included a proposal for seven single storey holiday units to be erected at the south-eastern end of the site fronting both the River Ant and Long Dyke. The units would have each accommodated between 4 and 8 people. However during the statutory consultation process the Highway Authority raised an objection on the basis that the inclusion of these holiday units in the overall scheme for the site would generate an unacceptable number of vehicle movements off the A149, which is classified in the Norfolk County Council Route Hierarchy as a Principal Road. Without extensive road improvement works to this junction to mitigate the effects of the additional traffic the Highway Authority could not support this application. The cost of the works required would be high and the seven holiday units were subsequently removed from the scheme.
- 1.7 The site is subject to a Section 52 Agreement under the Town and Country Planning Act 1971 (the precursor to the current S106 Agreement). The Agreement covers the land subject of this application plus land now owned by the Vintage Boat Company and the land situated in the south-eastern corner of Long Dyke, as at that time they were one single unit. This Agreement was drawn up in 1988 to accompany the planning permission that was granted for the retention of the mooring basin in the centre of the subject site and the quay heading for private craft (BA/1987/3595/HISTAP). The Agreement was considered necessary to limit the number of motor craft that were stored or moored on the site excluding sailing boats, boats for sale, any boats awaiting repair or restoration and any boats in long term storage. The original site was subsequently subdivided and following the subsequent sale of the Vintage Boat Company, and the land to the southeast, under this Agreement the Wayford Marina site is allowed 50 boats excluding sailing boats, boats for sale, any boats awaiting repair or restoration and any boats in long term storage, of which 10 can be hire boats. This application is also seeking the discharge of this Agreement.

## **2 Site History**

- 2.1 BA/1987/3595/HISTAP - Retention of mooring dyke and quayheading for private craft. Granted permission at Appeal and subject to S52 Agreement.
- 2.2 BA/1988/3385/HISTAP - Retention of mooring dyke and retention and completion of quay-heading. Approved subject to Conditions.
- 2.3 BA/1998/2009/HISTAP - Retention of wooden landing stage. Approved subject to Conditions.
- 2.4 BA/2000/1862/HISTAP - Retention and alterations to office / store. Approved subject to Conditions.

- 2.5 BA/2005/1326/HISTAP - Erection of boat shed. Approved subject to Conditions.
- 2.6 BA/2007/0035/FUL - Proposed new boat shed. Withdrawn.
- 2.7 BA/2007/0177/FUL - Proposed new boat shed. Approved subject to Conditions.

### **3 Consultations**

#### 3.1 Consultations received

##### 3.1.1 District Member

This Application may be decided by Head of Planning.

I am quite happy for delegated authority for this one, but bearing in mind access may prove a problem because of proximity to the Wayford Bridge Hotel and the awkward turn that is required to actually enter the access, I would be interested to see the Highway Comments.

##### 3.1.2 Environment Agency

No objection to the existing septic tank, which it has been confirmed is a cess pit.

Flood Risk – No objection provided the scheme is developed in accordance with the submitted Flood Risk Assessment.

Conservation – No major issues with regards to conservation as the subject area is an existing boatyard and already developed.

##### 3.1.3 Stalham Town Council

Stalham Town Council has no objection to the proposal subject to a resolution of the problem of access to the Highway and measures being taken to improve A149 access.

##### 3.1.4 Historic Environment Service

We consider that the amended development proposals will have a minimal impact on the historic environment.

We will not be recommending that any archaeological conditions are placed on the application and have no further comments to make.

##### 3.1.5 Highway Authority

Following a full assessment of the amended application and taking into account national planning policy, I consider that on balance, the proposals as amended are unlikely to have a severe residual impact in transport terms and therefore could not sustain an objection to this application.

Accordingly should your Authority be minded to approve this application I would recommend the following condition be appended to any grant of permission your Authority is minded to make.

“SHC 24 Prior to the commencement of the use hereby permitted the proposed access, on-site car parking / servicing / loading, unloading / turning / waiting area shall be laid out, demarcated, levelled, surfaced and drained in accordance with the approved plan and retained thereafter available for that specific use.

Reason: To ensure the permanent availability of the parking / manoeuvring area, in the interests of highway safety.”

3.1.6 North Norfolk Environmental Health Officer  
No objection subject to conditions:

Timing of piling  
External lighting  
Ventilation and air conditioning

3.1.7 Norfolk and Suffolk Boating Association

Taking account that this location is a long way up the tree-lined river Ant from areas of river used by regattas and is less busy than other areas, we suggest the following further investigations and conditions:

1. Any consent should stipulate the maximum overall length of boat, location by location that may be moored end-on.
2. The residual navigable river width should be stated in any consent.
3. The setting out of new quay headings and finger jetties should be checked against the approved survey plan at the time of construction to ensure that room for river traffic is provided.
4. Arrangements for securing the 30 metres of publicly available side on-mooring should be conditioned.
5. Consideration should be given to signage to advise where to turn around in the river for larger boats arriving at Wayford Bridge and wishing to turn.
6. Any opportunity to provide a mast lowering mooring for sailing boats (if not already provided on this quadrant at Wayford Bridge) should be investigated.

In the context of our earlier response and the revised navigable width in the river adjacent the moorings on the site frontage, we have no objection if the Head of Ranger Services minimum dimension of 18m is achieved by suitably worded conditions.

3.18 Navigation Committee

The Minutes of the Navigation Committee on 7 September 2017 state: Members in general agreed with the planning permission but suggested to push for more public moorings.

3.2 Representations received

3.2.1 Representations from 16 parties have been received on this planning application. Fifteen of the representations received were opposing the scheme with one representation being in support. The majority of the representations received were from the owners of the moorings and mooring plots on Long Dyke. Whilst many of them appreciated that the development and improvement of the boatyard is inevitable they were objecting to the holiday accommodation element of the scheme. As this feature of the proposed development has now been removed from the scheme it is no longer necessary for these matters to be taken into consideration in the determination of this application.

3.2.2 The objections to the scheme, which are still relevant to the consideration and determination of the amended application, can be summarised as follows:

- The vehicular access to the site is a private access and does not provide for access rights for public use to the boatyard, boat hire or the slipway.
- The width of the access track is insufficient to deal with the additional traffic that would be generated. Vehicles have to leave the A149 at speed to enter the access track, which would be a traffic hazard, given the width of the track.
- Concern that the use of a septic tank would give rise to pollution in the area around the dyke.
- Finger jetties and stern on mooring would narrow the river making navigation more difficult plus there would be an increase in general boat traffic.
- The number of public moorings to be provided is completely disproportionate for a development of this size. These moorings should be provided prior to the construction of the additional shed.
- The screen of trees along the Long Dyke frontage of the site should be retained.
- A restriction should be imposed on the carparking to be provided ensuring that it is not used for boat storage and sufficient turning space should be provided on site for larger vehicles.
- The additional shed on the site as this will generate more business and associated additional traffic.
- Pump out facilities and refuelling provided omitted from plan.

3.2.3 The letter in support of the proposal welcomes the improvement to the boatyard facilities.

## **4 Policies**

4.1 The following Policies have been assessed for consistency with the National Planning Policy Framework (NPPF) and have been found to be consistent and can therefore be afforded full weight in the consideration and determination of this application.

[NPPF](#)



4.1.1 Core Strategy  
[Core Strategy Adopted September 2007 pdf](#)

CS1 Landscape Protection and Enhancement  
CS3 The Navigation  
CS4 Creation of New Resources  
CS6 Historic and Cultural Environments  
CS9 Sustainable Tourism  
CS14 Water Space Management  
CS17 Access and Transportation  
CS23 Economy

4.1.2 Development Management Policies DPD  
[Development-Plan-document](#)

DP1 Natural Environment  
DP2 Landscape and Trees  
DP4 Design  
DP11 Access on Land  
DP29 Development on Sites with a High Probability of Flooding

4.2. The following Policies have been assessed for consistency with the NPPF and have found to lack full consistency with the NPPF and therefore those aspects of the NPPF may need to be given some weight in the consideration and determination of this application.

4.2.1 Core Strategy  
CS20 Rural Sustainability

4.2.2 Development Management Policies DPD  
DP5 Historic Environment  
DP12 Access to the Water  
DP13 Bank Protection  
DP14 General Location of Sustainable Tourism and Recreation Development  
DP16 Moorings  
DP20 Development on Waterside Sites in Commercial Use, including Boatyards  
DP28 Amenity

4.3 Neighbourhood Plan  
  
None apply to this site.

## 5 Assessment

5.1 In assessing this proposal the main issues to consider include: the principle of the development; impact on navigation; highways impact; design and materials; landscape and trees; ecology; and floodrisk.

- 5.2 The site is an established boatyard which has been in operation for a number of years. In recent years it is understood that the boatyard has not been operating to its full potential. The boatyard has just changed hands and the new owners are keen to rationalise the operation of the yard and improve the facilities by tidying up the site, providing more undercover storage, improving the mooring provision, making the slipway available for public use and contributing to the tourism industry with the continued provision of day boats for hire and the creation of visitor moorings.
- 5.3 Policy DP20 of the Development Management Policies supports the development of new boatsheds and other buildings to meet the operational needs of the boatyard . Policy DP12 Access to Water encourages the use of the water with the provision of jetties, walkways, slipways and electric hook up points. Policy DP16 permits moorings where they contribute to the network of facilities around the Broads system and where provision is made for public moorings. Policy DP14 permits tourism and recreational development where it is closely associated with a boatyard. All of the above Policies require compliance with a number of different criteria in order for a proposal to be considered acceptable, which will be considered in the following paragraphs, but in principle the development proposed is considered to be in accordance with the intent of all these Policies.
- 5.4 One of the main considerations, which is raised in a number of the Policies referred to above, and in Policy CS 3 of the Core Strategy is the impact that any development close to the water would have on the navigation. This is also a matter that has been raised in a number of the representations. This development is proposing to rationalise the existing mooring provision along the river frontage of the site by creating timber walkways along the river bank and adding a number of floating finger pontoons on the river front either side of the slipway. The majority of the boats would be moored side on along the lengths of timber walkway. However, boats would be moored stern on adjacent to the finger jetties. The number and length of the 6 new finger jetties has been modified as a result of consultation responses to ensure that in combination with the timber walkways the minimum navigable width of the river is retained at 18m to 21.5m, which is considered to be acceptable. In order to ensure that no further encroachment into the navigation occurs as a result of larger boats being moored on the finger jetties it is recommended that a condition be imposed preventing any boats from extending beyond the end of the jetties. On this basis it is considered that this proposal would be in compliance with Policy CS 3 of the Core Strategy and DP16 of the Development Management DPD.
- 5.5 The scheme also includes the replacement of lengths of piling and timber quay heading which would minimise the navigation hazard resulting from decayed timber quay heading breaking lose and entering the navigable areas of the river.
- 5.6 Policy DP16 of the Development Management Policies DPD states that mooring proposals must not result in the loss of short stay/visitor moorings and that not less than 10% of new moorings to be created (with a minimum of

two) shall be provided as short stay/ visitor moorings. Given the length of time this boatyard has been in operation, no specifically designated visitor moorings are currently available. The number of moorings legally permitted on this site currently is 61. The total number of moorings to be provided as a result of this development would be 79, which is an increase of 18. Therefore in accordance with the requirements of this Policy, 20m or 2 public moorings are to be provided at the north-western end of the river frontage of this site. Electric hook ups, water and pump out facilities via a wheeled bowser are to be provided to service these moorings. Safety features to be provided at the moorings include ladders, grab ropes and life rings.

- 5.7 Policies DP12 and DP14 of the Development Management Policies DPD seek to provide for access to the water and also to provide for sustainable tourism. It is considered that making the existing slipway on the site available for public use and making eight boats available for day hire would be in accordance with the intent of both of these Policies.
- 5.8 The highway impact arising from the proposed development has been the subject of a number of the representations received and detailed discussions with the Highway Authority. The Highway Authority could not support the original scheme as it included a number of holiday lodges and it was considered that the highway impact on the A149, arising from the development as a whole would be unacceptable without major junction improvements being carried out. The Applicant was unable to fund the necessary highway improvements and therefore the scheme was modified to remove the holiday chalets. The Highway Authority considers that the additional traffic to be generated by providing public access to the slipway is unlikely to generate a material increase in traffic movements to and from the site and is therefore unlikely to have a severe residual impact in transport terms. The proposed onsite car parking and manoeuvring provision is considered to be acceptable and it is recommended that a condition be imposed requiring the formation of these areas. There is therefore no highway objection to the scheme as amended.
- 5.9 A number of representations have been received from the owner of the vehicular access track to the boatyard objecting to the additional traffic that would be using this track on the basis that there is no public access along this track and that the increased use of this track would create a hazard at its junction with the A149. However, the legality of the use of the track by the boatyard is a civil not a planning matter and the Highway Authority are content that the anticipated traffic generated by this scheme can safely access and leave the site via this junction.
- 5.10 It is therefore considered that overall the highway impact associated with this proposed development, as amended, has been satisfactorily addressed and that the development is in accordance with Policy DP11 of the Development Management Policies DPD.
- 5.11 The scheme includes the construction of a new storage building together with the replacement of the existing office and toilet buildings at the entrance to the

site. The proposed storage building would be smaller than the existing workshops on the site and would be a steel portal frame building with a shallow pitched roof and light grey insulated cladding. This is considered to be an acceptable design for this building in terms of its function and appearance and it would be similar in colour to the existing sheds on the site. The new office building would be a more contemporary flat roof designed building clad in stained cedar with dark brown window and door frames. The replacement toilet block would be a portable steel unit clad in stained cedar to match the office. The design and materials of both buildings are considered to be appropriate for their setting and their proposed functions. They will both be a considerable improvement to the portacabins that are there currently. The scheme is therefore considered to be in accordance with Policy DP4 of the Development Management Policies DPD.

- 5.12 In terms of compliance with Policy DP2 – Landscape and Trees, with reference to the overall impact on the landscape of this scheme it is considered that the development would result in some visual changes, arising from the construction of formalised quay headed moorings, the introduction of the boardwalk and finger jetties and the construction of replacement and new buildings. However, it is considered that these changes are not uncharacteristic to the context of the site as a boatyard. This, together with the fact that the visual envelope of the site is relatively well contained and, taking into consideration the previous condition of the site and its immediate setting, means that the overall impact on the landscape is considered to be acceptable. The application is supported by both a Proposed Landscaping Plan and an Arboricultural Impact Assessment. The combination of the two documents would see the majority of the trees on site retained and the site tidied up with the majority of the site cleared, levelled and sown to grass. The existing reedbed on the site would also be retained. The tracks and onsite parking areas would be constructed of 20mm recycled gravel over crushed concrete hard-core to match existing vehicular access areas. Given that this is a working boatyard, this landscape treatment is considered to be appropriate. The proposal is therefore considered to be in full accordance with Policy DP2 of the Development Management Policies DPD and paragraph 115 of the NPPF.
- 5.13 The application has been accompanied by a Protected Species Survey and an associated 10 year Management and Maintenance Plan. The Protected Species Survey confirms that bats use the local area for foraging and may therefore utilise the existing buildings on the site. It is therefore recommended that a condition be included requiring emergent surveys to be carried out prior to any work being carried out on the site office and boat workshop buildings. It is also recommended that a condition be imposed requiring an onsite external lighting plan to be submitted for approval. Whilst the site has limited potential to hold common reptiles there may be grass snakes. Therefore it is recommended that a condition also be imposed requiring the construction of two hibernacula in accordance with the recommendation set out in the Report. Whilst the Protected Species Survey has concluded that the site has limited potential for water voles the timber walkways have been designed with a gap between the bottom of the horizontal walings and the water level to allow

wildlife access to the natural riverbank beneath. The boardwalk would also be in 27m lengths with a 3m gap between each length to allow fauna and flora to flourish between. Finally, the scheme includes a boat wash down facility, which will reduce the possible pollution of the waterways and aid biosecurity. It is therefore concluded that this scheme is generally in accordance with Policy DP1 of the Development Management Policies DPD.

- 5.14 Part of the site is situated in Flood Risk Zones 2 and 3 and as such the application has been accompanied by a Flood Risk Assessment. The three buildings to be constructed will, however, be located in the area of the site currently classified as being in Flood Risk Zone 1. The finished floor level of the proposed office and the toilet buildings would be set at 1.46AOD which is 0.3m above ground level and would exceed all current flood events. However, once climate change is added to this site the 1:100 year flood event would see flood levels of 1.77AOD which would result in the proposed office building and toilet building flooding to a level of 0.31m. In this instance this is not considered to be unacceptable as the buildings and their use would be considered as Water Compatible under the Environment Agency's matrix as they would be associated with a boatyard business and would not include any habitable accommodation. The Environment Agency has confirmed that based on the Flood Risk Assessment they have no objection to the proposed development, however, it is recommended that conditions be imposed on any planning permission requiring the submission of detailed flood resilient construction scheme for the office, toilet building and boat storage building and also the preparation and submission of a Flood Evacuation Plan. The Flood Risk Assessment also confirms that a drainage system for surface water runoff would need to be designed and installed to contain up to and including the 1 in 100yr rainfall event including climate change. This can be achieved by condition. It is therefore considered that this development is in accordance with Policy CS20 of the Core Strategy, Policy DP29 of the Development Management Plan DPD and the NPPF.
- 5.15 With reference to the S52 Agreement that currently covers the site the Head of Rangers and the Senior Waterways and Recreation Officer consider that this Agreement is no longer required. It is considered that protection of the navigable area of the river would be more effectively achieved through the use of planning conditions restricting the way in which the boats are moored on the river frontage i.e. side on or stern on, and limiting the length of the boats moored on the proposed finger jetties to ensure that they do not extend beyond the end of the jetties. It is therefore recommended that Members consider the ongoing need for this Agreement and whether or not it could be discharged.

## **6 Conclusion**

- 6.1 Wayford Marina has been an active boatyard for many years. The development proposed in this current application has been put forward to ensure the future financial viability of the boatyard by improving the facilities available and rationalising the mooring provision. The opening up of the

slipway to public use and the provision of 8 day boats for hire would also help to increase access to the water.

- 6.2 It is considered that the scheme is in general compliance with the relevant Development Plan Policies and the NPPF.

## **7 Recommendation**

It is recommended that this application be approved subject to the following conditions and the discharge of the Section 52 Agreement:

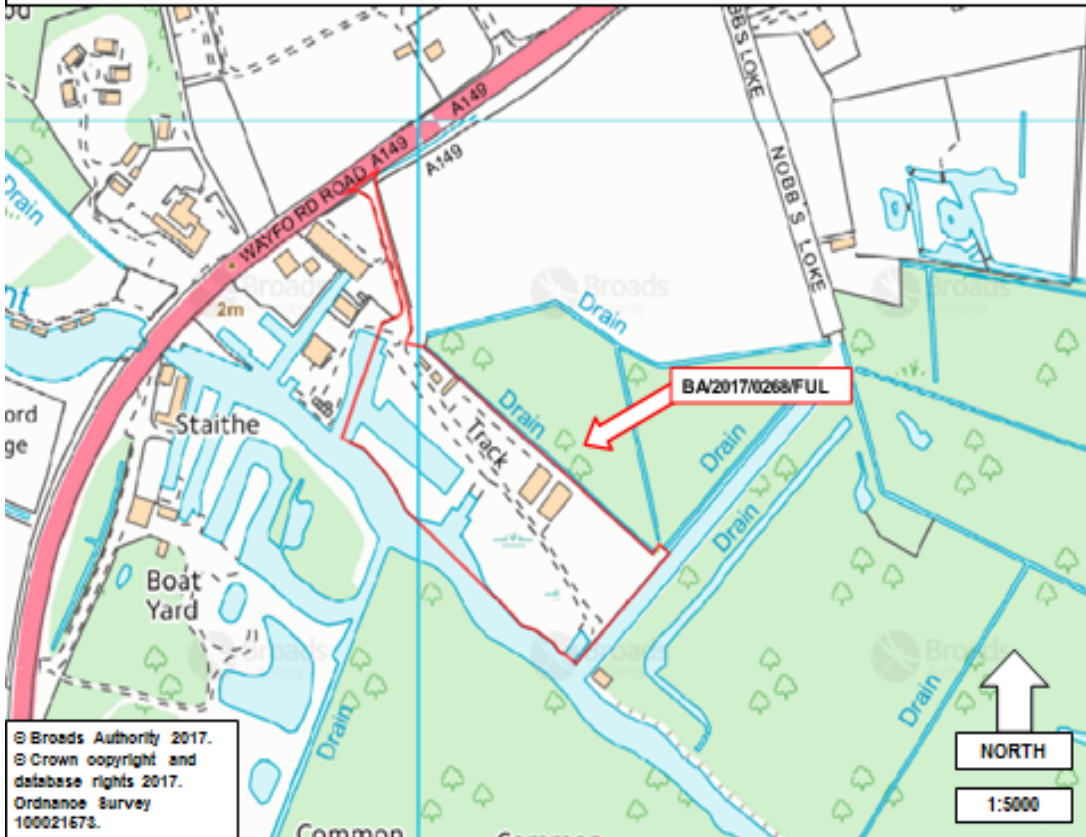
1. Time limit;
2. In accordance with submitted plans and associated documents;
3. Samples of - Stain to be used on office and toilet building  
Cladding on boat storage building  
to be submitted for approval;
4. Details of any ventilation or mechanical extractor system to be installed in any building to be submitted for approval;
5. Ventilation or mechanical extractor system to be installed in accordance with approved details;
6. Timing restriction on piling;
7. All quay heading shall be constructed with timber piling, capping and waling, and any preservative shall be applied only by pressure treatment with non-toxic chemicals;
8. All boardwalks and finger jetties to be constructed from Vac Vac treated timber;
9. Construction details for the floating jetties to be submitted for approval;
10. Jetties to be constructed in accordance with approved details;
11. Specification for safety ladders to be submitted for approval;
12. Safety features to be provided in accordance with submitted details;
13. Details of maintenance schedule for walkway, floating jetties and safety features to be submitted for approval;
14. No boat to be moored at any time on the finger jetties that extends beyond the end of the jetty;
15. All boats to be moored side on unless moored on the finger jetties;
16. Two visitor/24hr moorings to be provided and retained at all times;
17. Details and location of signage advising of boat turning area to be submitted and signage erected;
18. Scheme carried out in accordance with Arboricultural Report;
19. Detailed landscaping scheme to be submitted which incorporates recommendations made in Protected Species Report and which incorporates specification for grid/ cellular system for gravelled vehicular access and car parking areas;
20. Landscaping scheme to be carried out in next planting season;
21. Any plant that dies within 5yrs is replaced;
22. Any planting shown as being retained is retained on site;
23. Formation of proposed access, car parking and onsite manoeuvring areas to satisfaction of Highway Authority;
24. Scheme for surface water disposal and maintenance of system to be submitted for approval;

25. Surface water disposal scheme to be implemented in accordance with approved details;
26. Details of boat wash down facility to be submitted for approval;
27. Boat wash down facility to be provided in accordance with approved details;
28. Finished floor level of office building to be a minimum of 1.46AOD;
29. A Flood Evacuation Plan to be submitted for approval;
30. A scheme for flood resilient measures to be incorporated in the office, toilet and boat storage building to be submitted for approval.
31. Buildings to be constructed in accordance with flood resilient scheme;
32. Timing of works to avoid bird breeding/nesting season;
33. Further dawn bat surveys required prior to any work on office or boatshed;
34. Install bat boxes;
35. Lighting scheme to be submitted for approval;
36. Lighting scheme to be implemented as approved;
37. Timing and methodology for works to protect reptiles;
38. Details for hibernacula to be submitted for approval;
39. Hibernacula to be provided in accordance with approved details;
40. Any trenches or holes to be covered overnight and all rubbish or waste removed immediately.

## **8 Reason for Recommendation**

In the opinion of the Local Planning Authority the proposed development is in full accordance with Policies CS1 Landscape Protection and Enhancement, CS3 The Navigation, CS4 Creation of New Resources, CS6 Historic and Cultural Environments, CS9 Sustainable Tourism, CS14 Water Space Management, CS17 Access and Transportation, CS23 Economy and CS20 Rural Sustainability of the Core Strategy and Policies DP1 Natural Environment, DP2 Landscape and Trees, DP4 Design, DP5 Historic Environment, DP11 Access on Land, DP29 Development on Sites with a High Probability of Flooding, DP12 Access to the Water, DP13 Bank Protection, DP14 General Location of Sustainable Tourism and Recreation Development, DP16 Moorings, DP20 Development on Waterside Sites in Commercial Use, including Boatyards and DP28 Amenity and the NPPF.

Background papers:	BA/2017/0268/FUL
Author:	Alison Cornish
Date of report:	15 December 2017
Appendices:	Appendix 1 – Map



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