

## Planning Committee

### AGENDA

**Friday 19 July 2019**

**10.00am**

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|--|--------|
| 1. <b>To receive apologies for absence and introductions</b>   |        |
| 2. <b>To receive declarations of interest</b>  |        |
| 3. <b>To receive and confirm the minutes of the previous meeting held on 28 June 2019 (included)</b> | 3 – 10 |
| 4. <b>Points of information arising from the minutes</b>   |        |
| 5. <b>To note whether any items have been proposed as matters of urgent business</b>                 |        |

### MATTERS FOR DECISION

- |  |         |
|--|---------|
| 6. <b>Chairman's Announcements and Introduction to Public Speaking</b><br>Please note that public speaking is in operation in accordance with the Authority's Code of Conduct for Planning Committee. Those who wish to speak are requested to come up to the public speaking desk at the beginning of the presentation of the relevant application    |         |
| 7. <b>Request to defer applications included in this agenda and/or to vary the order of the Agenda</b><br>To consider any requests from ward members, officers or applicants to defer an application included in this agenda, or to vary the order in which applications are considered to save unnecessary waiting by members of the public attending |         |
| 8. <b>To consider applications for planning permission including matters for consideration of enforcement of planning control:</b>   |         |
| (i) BA/2019/0118/FUL Marina Quays, Port of Yarmouth Marina, Caister Road, Great Yarmouth   | 11 – 32 |
| (ii) BA/2018/0149/FUL Broadlands Marina, Marsh Lane, Oulton Broad  | 33 – 48 |

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<b>ENFORCEMENT</b>	
9. <b>Enforcement Update</b> Report by Head of Planning (included)	49 – 50
<b>POLICY</b>	
10. <b>Local Development Scheme</b> Report by Planning Policy Officer (included)	51 – 53
11. <b>Consultation Documents Update and Proposed Responses</b> <ul style="list-style-type: none"> <li>• Draft Beccles Neighbourhood Plan</li> </ul> Report by Planning Policy Officer (included)	54 – 56
<b>MATTERS FOR INFORMATION</b>	
12. <b>Appeals to the Secretary of State Update</b> Report by Administrative Officer (included)	57 - 58
13. <b>Decisions made by Officers under Delegated Powers</b> Report by Head of Planning (included)	59 – 60
14. <b>To note the date of the next meeting – Friday 16 August 2019 at 10.00am at Yare House, 62-64 Thorpe Road, Norwich NR1 1RY</b>	

Planning Committee Membership for 19 July 2019

Prof J Burgess  
Mr W Dickson  
Mrs L Hemsall  
Mr Bruce Keith (Vice-Chair)

Mr H Thirtle  
Mr V Thomson  
Mrs M Vigo di Gallidoro (Chair)

**Broads Authority**  
**Planning Committee**

Minutes of the meeting held on 28 June 2019

Present:

In the Chair - Mrs M Vigo di Gallidoro

Mr W A Dickson  
Ms G Harris  
Mr B Keith

Mrs L Hempsall  
Mr H Thirtle  
Mr V Thomson

In Attendance:

Mrs S A Beckett – Administrative Officer (Governance)  
Ms N Beal – Planning Policy Officer (for Minute 11/10 and 11/11)  
Mr J Ibbotson – Planning Officer (up to and for Minute 11/8(i))  
Ms C Smith – Head of Planning  
Mrs M-P Tighe – Director of Strategic Services

Members of the public in attendance who spoke:

**Application BA/2019/0375 /FUL Workshop building, Geldeston Dam, Geldeston**

Dr Colin Arnott  
Mr Kyle Garrett

Local resident  
On behalf of applicant

**11/1 Apologies for Absence, Welcome and Housekeeping Matters**

The Chair welcomed everyone to the meeting including Andree Gee a prospective new member of the Authority's Planning Committee as an observer.

Apologies had been received from Jacquie Burgess.

**The Openness of Local Government Bodies Regulations**

The Chair gave notice that the Authority would be recording the meeting in accordance with the Code of Conduct, with the Authority retaining the copyright. No other member of the public indicated that they would be recording the meeting.

**11/2 Declarations of Interest and introductions**

Members and staff introduced themselves. Members provided their declarations of interest as set out in Appendix 1 to these minutes in addition to those already registered.

**11/3 Minutes: 31 May 2019**

The minutes of the meeting held on 31 May 2019 were agreed as a correct record and signed by the Chair.

**11/4 Points of Information Arising from the Minutes**

There were no points arising from the minutes.

**11/5 To note whether any items have been proposed as matters of urgent business**

There were no items of urgent business.

**11/6 Chairman's Announcements and Introduction to Public Speaking**

**Public Speaking**

The Chair stated that public speaking was in operation in accordance with the Authority's Code of Conduct for Planning Committee. Those who wished to speak were invited to come to the Public Speaking desk when the application on which they wished to comment was being presented.

**11/7 Requests to Defer Applications and /or Vary the Order of the Agenda**

No requests to defer or vary the order of the agenda had been received.

**11/8 Applications for Planning Permission**

The Committee considered the following application submitted under the Town and Country Planning Act 1990 (also having regard to Human Rights), and reached the decisions set out below. Acting under its delegated powers the Committee authorised the immediate implementation of the decisions.

The following minutes relate to further matters of information, or detailed matters of policy not already covered in the officer's report, and which were given additional attention.

**(1) BA/2019/0375/FUL Workshop building, Gillingham Dam, Gillingham**

Change of use from workshop to restaurant and extensions.

Applicant: Mr J Tubby

The Planning Officer commented that the application was before members due to receipt of a number of objections. No further comments had been received since the report had been written.

The Planning Officer gave a detailed presentation and assessment of an amended application for the change of use from previous workshop use to a restaurant or café use (Use Class Order A3) and the extension of the building with a single storey flat roof design to create a seating area. The building had been damaged by fire in its middle section. It

was a non-designated heritage asset due to the positive contribution it made to the Beccles Conservation Area and Broads Landscape Character Area 3. The proposal included details of a wall projecting from the extension closest to the road to the north, and an area of outdoor seating on a raised deck area with balustrade facing the river in front of the proposed extension. It would also retain the existing parking that was provided as required by the S106 Agreement attached to the previous planning application for the erection of houses and flats BA/1994/7217/HISTAP.

The Planning Officer explained that the amended scheme included shorter opening hours than the original application to between 8.00 am to 21.00 pm with the prospective tenant already having establishments in Beccles and Southwold. In terms of the new policies of the Local Plan relating to water safety, which had been one of the main concerns in the representations received, the applicant had agreed to incorporate waterside safety measures and these would be included in any conditions of potential permission. The amended scheme had reduced the size of the extension following discussions with the Authority's design adviser. The Planning Officer explained that the existing moorings were to be retained as private and there was no intention for these to be designated as visitor moorings.

The Planning Officer assessed the application particularly in relation to the principle of the development, impact on the landscape, the neighbouring amenity, design and Conservation Area as well as highways and public rights of way. He addressed the concerns expressed in the representations. He concluded that the application was in accordance with planning policy, particularly policy DM12 on the re-use of historic buildings whereby the derelict building would be brought back into a functional use. The visual impact in the context of the retention of the existing buildings on the site was considered to be positive to the Conservation Area, subject to conditions on the details of materials and construction methods. Being in Flood Zone 3a, a flood response plan would be required. The Highways Authority was satisfied that the access and the parking arrangements were acceptable and were confident that the development would not obstruct the public rights of way. The Planning Officer therefore concluded that the proposal could be recommended for approval subject to conditions.

Members expressed concerns about the car parking especially in relation to the Section 106 Agreement and were concerned that the 50 covers proposed for the café could have an impact on and displace parking facilities for the residents, visitors and anglers. They also queried whether parking for staff had been taken into account.

The Planning Officer supported by the Head of Planning emphasised that Norfolk County Council (NCC) as the Highways had assessed the application and was satisfied that there was sufficient capacity for the existing use and proposed use especially with the proposed 25 spaces

which they required to be marked out. The Highways Authority was well aware of the Section 106 Agreement and had not raised concerns about this being compromised. The Solicitor had also reviewed the proposal in the context of the Agreement and was confident that the proposal would not infringe the terms of the Agreement. The Head of Planning explained that if there was a problem, and/or the terms of the Section 106 Agreement had been breached, this would need to be drawn to the attention of the Highways Authority and discussions required with the landowner to resolve it.

Dr Colin Arnott referred to the representations documented in the report. He emphasised that he was speaking as an individual but expressing the views set out and by the parish council, although he had not been able to contact them at short notice. He was not opposed to the principle of the development as it would involve the renovation of the buildings, which had been in disrepair for a number of years. The main concern was the design. Being in a prominent, popular and attractive location and at the gateway into Beccles, the proposed scheme was considered to be detrimental to the Conservation Area and did not respect the value of a special Broads view. There was also concern about the wall. He pointed out that the area for parking was heavily used in the summer and enjoyed by boaters, walkers and other visitors. The area had also been flooded earlier in the year. It was hoped that the scheme could be amended to provide a better design and also retain the view of the river.

Mr Kyle Garrett, the agent on behalf of the applicant commented that the design of the proposal had been changed as a result of pre-application discussions with the Authority's officers. He acknowledged that when approaching Beccles from Gillingham, it was a very prominent set of buildings which were presently unused and unsightly. The proposal would bring them back into use, prevent them falling into further disrepair and provide an existing small business already in Beccles the opportunity to expand. He explained that the number of parking spaces had been determined and increased by the responses received from officers. He commented that the land to the south of the site was in the applicant's ownership and if necessary there could be the opportunity to expand the car parking area if required.

In response to a member's question, the Planning Officer commented that the wall included within the design, had been the result of pre-application discussions in order to provide a more stepped down boundary treatment than originally proposed, to screen the decked area and help to mitigate noise.

Members were not opposed to the principle of the development but had concerns over car parking and the need to take account of the views of residents. It was noted that the conditions included provision for cycle parking and it was suggested that this needed to be made more prominent to encourage visitors using alternative transport to cars.

Lana Hemsall proposed, seconded by Vic Thomson that the application be approved as set out in the Officer's report (Para 7 and 8.1)

On being put to the vote, the result was 3 in favour, 3 against and one abstention. On the basis of the Chairman's casting vote it was

**RESOLVED**

to approve the application subject to the conditions outlined within the report. The scheme is considered to be in accordance with all relevant planning policy, specifically DM12 (Re-use of Historic Buildings) of the adopted Broads Local Plan 2019 and would preserve and enhance the appearance of the Conservation Area through the retention of the non-designated heritage area.

The Head of Planning commented that officers were mindful of the Committee's significant concerns and the applicant's agent would be able to convey these to the applicant.

#### **11/9 Enforcement Update**

The Committee received an updated report on enforcement matters previously referred to Committee. Further updates were provided for:

**Marina Quays.** The owners had undertaken some remedial works in tidying up the site but unfortunately it continued to be the subject of some vandalism. It was anticipated that a planning application would be brought to the next Planning Committee meeting.

**Land at Beauchamp Arms Public House, Ferry Road, Carleton St Peter**  
Monitoring was continuing.

Members supported the action being taken and noted the progress made.

**RESOLVED**

that the report be noted.

#### **11/10 Consultation Documents and Proposed Response: Consultation Documents received from North Norfolk District Council**

The Committee received a report on the consultation documents from North Norfolk District Council relating to its Local Plan, at the preferred options stage in the policy development process. In addition to the Local Plan these included the Draft Landscape Character Assessment SPD, Landscape Sensitivity Study and Draft Design Guide.

The main theme running through the proposed comments was the need to make reference to the merits of the Broads, the Authority's executive area and its status equivalent to a national park as well as making reference to a number of cross boundary issues. In some instances, it was suggested it would be worthwhile referring to and incorporating Broads Local Plan policies.

Members were supportive and appreciative of the detailed comments outlined as the Authority's response. They also considered that these should include reference to the increased transport pressures and impact on the Broads as a result of the increased development proposed within the plans, the increase in numbers of visitors and the need to consider mitigation measures. A member queried whether the number of 11,000 new homes stated as being proposed for North Norfolk between now and 2036, was the total or more than that which had already been allocated. The Head of Planning commented that this was the base line but officers would investigate further and provide details following the meeting.

RESOLVED unanimously

that the proposed response to the consultation documents with the additional comments made above be endorsed and forwarded to North Norfolk District Council.

#### **11/11 Designating Filby as a Neighbourhood Area**

The Committee received a report introducing the Filby Neighbourhood Plan. The nomination was received on 10 June 2019, this was followed by a six-week consultation between and 2019. The proposed area covered the whole of Filby Parish. There were no known or obvious reasons to not agree the Neighbourhood area.

RESOLVED

that the entire parish of Filby, as set out in the map contained in the report, become a Neighbourhood Area in order to produce a Neighbourhood Plan.

#### **11/12 Appeals to the Secretary of State**

The Committee received a schedule of appeals to the Secretary of State since 1 January 2019, of which there were four. It was noted that 2 site visits by the Inspector were due to be held in the following week.

RESOLVED

that the report be noted.

#### **11/13 Decisions Made by Officers under Delegated Powers**

The Committee received a schedule of decisions made by officers under delegated powers from 17 May 2019 to 13 June 2019.

RESOLVED

that the report be noted.

**11/14 Date of Next Meeting**

The next meeting of the Planning Committee would be held on Friday 19 July 2019 starting at 10.00 am at Yare House, 62- 64 Thorpe Road, Norwich.

The Chairman announced that this would be Gail Harris' last meeting of the Authority, commenting that she would be greatly missed. On behalf of everyone she thanked her for her contribution and wished her well for the future.

The meeting concluded at 11.40 am

CHAIRMAN

## APPENDIX 1

### Code of Conduct for Members

#### Declaration of Interests

**Committee:**           **Planning Committee**

**Date of Meeting:**   28 June 2019

<b>Name</b>	<b>Agenda/ Minute No(s)</b>	<b>Nature of Interest (Please describe the nature of the interest)</b>
Melanie Vigo di Gallidoro	8	Lobbied by objector by email
Haydn Thirtle	11	Filby Neighbourhood Area. Instigated plan via Filby Parish Council

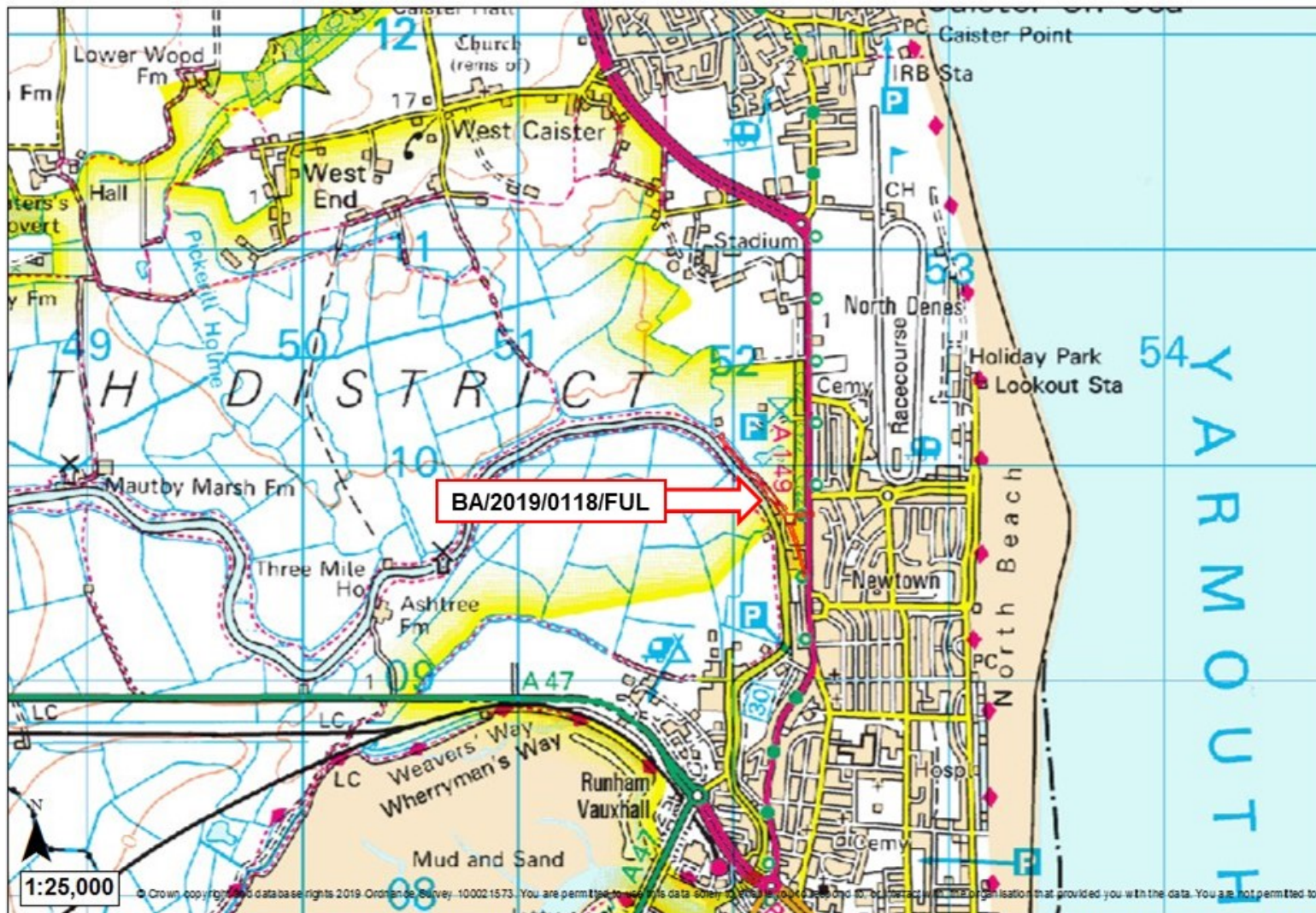
**Reference:**

**BA/2019/0118/FUL**

**Location**

Marina Quays, Port of Yarmouth Marina,  
Caister Road, Great Yarmouth

BA/2019/0118/FUL Marina Quays



**Application for Determination**  
Report by Head of Planning

<b>Target Date</b>	1 July 2019
<b>Parish:</b>	None
<b>Reference:</b>	BA/2019/0118/FUL
<b>Location:</b>	Port of Yarmouth Marina, Caister Road, Great Yarmouth, NR30 4DL
<b>Proposal:</b>	Erection of 7 residential dwellings, 12 permanent residential moorings, 9 resident moorings, 10 visitor moorings, 1 mooring for Broads Authority, the redevelopment of the Marina building as offices & storage with associated landscaping & parking
<b>Applicant:</b>	Mr Ian Newman
<b>Recommendation:</b>	Approve subject to conditions
<b>Reason for referral to Committee:</b>	Major development

**1. Description of Site and Proposal**

- 1.1. Marina Quays is situated in the Port of Great Yarmouth, to the north west of the town on the west side of Caister Road. The River Bure runs to the west and to the east is River Walk, a residential road comprising a small estate of detached properties which are accessed off Caister Road.
- 1.2. There is a single track tarmaced road, which is a Norfolk County Council (NCC) adopted highway, which runs north from the bollards at the end of River Walk to the barrier and stile at the north of the site where it meets Bure Park. Known as Marl Heap Road, this is a Public Right of Way (PROW) and is recorded as footpath 10. It is also subject to a Traffic Regulation Order (TRO) which prevents vehicles using it. To the west of this are flood defences in the form of a concrete flood wall which runs parallel to the River Bure beyond. There is also a footpath used by pedestrians to access the water frontage as, in some areas, there is a path on the river side of the flood defences. This path does not currently have any formal status.

- 1.3. The application site area is approximately 1.36 hectares in area. The site is linear, extending to around 770 metres along the river bank and including an area of land of 900m<sup>2</sup> to the west which is currently occupied by a derelict former toilet block. There is an old marina building located central to the site adjacent to the river bank which is also in a very poor state of repair, and there is a further small dilapidated kiosk building on the river frontage. Within the river bank area there are some mature trees and the flood defence wall running the length of the site. This starts on the river bank side and crosses Marl Heap Road to run alongside the boundary with Bure Park.
- 1.4. Access to the application site is shown off Caister Road to the north of the Bure Business Park (a small office building), the former public house and the petrol filling station which is immediately adjacent to the site. This utilises an existing access which currently only serves the business park.
- 1.5. To the east is Bure Park, a well-used public area of open space which has parking and is accessed off Caister Road. There are three points of pedestrian access from the site to the park, comprising a path opposite the marina building, steps over the flood wall to the north where the residential moorings are proposed and a slope at the far northern point of the site which goes through the application site and links to the PROW footpath 10.
- 1.6. This application is for the installation of 12 new permanent residential moorings, 10 visitor moorings and seven residential units with nine associated moorings. This proposes three x two-storey houses adjacent to River Walk and four x houses along the riverside, two of which are two-storey, and two are single storey.
- 1.7. The residential units are located within the central area of the application site where the vehicular access enters the site. Plots 1, 2 and 3 are sited in the area of the former toilet block, which is set back inline with the existing properties on River Walk. Plots 4 and 5 are sited to the immediate south of the marina building, whilst plots 6 and 7 are beyond these further to the south.
- 1.8. Plots 1, 2 and 3 are three bed houses with rear gardens and built in a style to reflect the existing adjacent houses on River Walk with traditional construction, but also timber cladding to tie in to the more modern construction of the four houses closer to the river frontage. Plots 4 and 5 are two storey units which have been designed to reflect the waterside marina building, with a first-floor decking area each with a square footprint and monopitch roof. Plots 6 and 7 are of similar construction but are single storey one-bed units with decking overlooking the river.
- 1.9. Each dwelling has two parking spaces allocated. Plots 1, 2 and 3 have parking immediately adjacent to each, with the parking for the other four units being on an existing tarmaced area just to the north and includes two visitor spaces. The residential moorings each have one parking space located at the closest point possible.

- 1.10. The 12 new residential moorings would extend to the north of the site from the old marina building and would each be 33m in length. The dedicated Broads Authority mooring would be at the northern most location and would be 35m in length. The application shows one car parking space provided for each of these moorings, with a hammerhead for vehicle turning adjacent to the Broads Authority mooring to the north of the site.
- 1.11. To the south, the next moorings are close to the seven proposed residential units. These are shown as private, being allocated one for each dwelling with two private visitor moorings. They are smaller at 12m in length.
- 1.12. The 10 visitor moorings would be to the south of the access, extending along the frontage closest to the existing dwellings on River Walk. The length is 200m, allowing 20m per mooring.
- 1.13. The derelict marina building is proposed to be restored for use as a manager's office and storage space for the 12 residential moorings. This is to ensure that the river banks are kept clear of domestic paraphernalia and clutter. There is also an enclosed bin store close to this building for the use of the residential moorings.
- 1.14. There is hard-standing where the former boat pump-out was located. This is proposed to be re-used to provide a pump-out for the site. Following the applicant's discussion with local residents, the size has been reduced and it is to be enclosed in order to screen it from River Walk. The amended size of the wooden enclosure is 1.5m x 1.5m x 1.7m.

## **2. Site History**

- 2.1. Following complaints about the poor condition of the site, on 31 March 2017 the Planning Committee authorised the service of a Section 215 Notice requiring significant improvements to the appearance of the site and buildings. The works were subsequently completed on a voluntary basis by the landowner.
- 2.2. In August 2018 an application was submitted for "The erection of 8 residential dwellings, 1 mooring for Broads Authority use, 12 residential moorings, moorings allocated to dwellings, visitor moorings, the refurbishment of the marina building and associated car parking and landscaping" (BA/2018/0312/FUL). The application was withdrawn on 29 October 2018.

## **3. Consultations**

- 3.1. The following consultation responses have been received:

### Environment Agency:

- 3.2. No objection in principle, subject to conditions covering finished floor levels of the dwellings and arrangements for the residential vessels to rise above the flood level.

- 3.3. Concerns around impact of works on structural integrity of flood defence structures, but content to cover through pre-commencement condition.

Great Yarmouth Borough Council:

- 3.4. Planning: Broadly supports proposals to update and upgrade the site. Would wish to see general management of mooring, adequate car parking and access improvements and the possibility for biodiversity improvements to be considered. Requirement for affordable housing identified and site should be treated as 'major' for purposes of NPPF calculation of numbers.
- 3.5. Environmental Health, Waste and Cleansing: comments on the suitability of the access and surfacing in order to accommodate refuse vehicles.
- 3.6. Estates: No objection. Issue around riverside path is a particular concern to residents and I would hope the path is considered as part of any approval.

Broads Authority as Navigation Authority:

- 3.7. River Engineer: No impact on navigation channel, 40m width at this point. No Works Licence required.
- 3.8. Head of Ranger Services: Channel width 40 – 44.3m. No objection, subject to compliance with Byelaw 63. Recommends conditions covering beam restriction, double mooring restriction, additional port markers and details of mooring infrastructure and safety provision. Discussion around use of identified 'Broads Authority mooring' underway.

Norfolk County Council

- 3.9. Highway Authority: No objection to proposed vehicular access. In terms of layout, stopping up of Marl Heap Road will address previous concerns. Recommends conditions covering access, visibility splays and parking.
- 3.10. Rights of Way Officer: To be update orally.
- 3.11. Historic Environment and Archaeology: No significant impact and no objections.

Norfolk and Suffolk Boating Association:

- 3.12. No objection subject to conditions covering width restriction, single along side mooring only, no stern-on mooring. Comments that visitor moorings should be available and dredging done prior to occupation of units and facilities including storage, pump out, waste provision, electricity and lighting should be available to residential moorings. Long-term arrangements for dredging to maintain the visitor and BA moorings to be determined prior to commencement.

Natural England:

- 3.13. No response to current application; advised on previous application that the LPA should ensure that sufficient information was provided and satisfy itself that the scheme was acceptable.

Navigation Committee:

- 3.14. At their 6 September 2018 meeting, no in principle objections to the original application but raised details around sediment management, dredging, and safety of the visitor moorings.
- 3.15. On 11 April 2019 details of the revised application were circulated to the members, noting there were no amendments to the scheme in respect of the use of the water and that, consequently, it was not proposed to formally consult the Navigation Committee as they had previously made comments in respect of the earlier application. There were no comments made in respect of this or the application more generally.

County Councillor for Yarmouth North and Central Division, Mick Castle:

- 3.16. Supports. The site has been blighted over a period of two decades, become unattractive and unkempt making the Bure entrance to the town somewhat unappealing. Local people like myself value access to the walk along and through to Bure Park and I would urge the Committee to add suitable conditions to ensure people retain the right to walk that walk. This regeneration will transform the way Yarmouth is perceived as a gateway to the Broads, good for tourism and help secure new investment in our other riverside area. For residents attractive developments in this neglected area should add to 'quality of life' and make the walk along the Bure significantly more pleasing to the eye.

Broads Society:

- 3.17. The Broads Society favours a reinvigoration of this important facility, we appreciate that, in order to provide the necessary funding, some development of housing is necessary. We agree that the decision to limit this to downstream of the old marina office building is appropriate and support a design which uses two styles of architecture, one to imitate the existing dwellings and the other to imitate the Marina building. We note that the EA have asked for a re-design to demonstrate that flood protection is satisfactory. In that event, we would like to recommend that the marina style buildings are kept to no higher than the existing structure.
- 3.18. The application states that there is no commercial waste anticipated from the site. Strictly speaking, the County Council regard boat waste, especially from hire boats, as "commercial" and the applicants need to be aware of that.
- 3.19. We note that some objections relate to possible disturbance from residential moorings and also that the Inspector recently advised the Local Plan should

include a fuller explanation of the rules and so forth to be expected of residential moorings. This would be a good place to start, as the current standard document supplied by the applicants doesn't really address this issue in any detail. For example, what requirements will be insisted upon for dealing with foul sewage and/or grey water? The sentence describing the amount of time residents may live aboard doesn't make sense.

- 3.20. We appreciate that this is a popular place to go for a walk and trust that suitable conditions ensuring that that may continue will be implemented.

Ramblers Association:

- 3.21. No objection, but draws attention to the application which has been submitted to Norfolk County Council for an order to add a restricted byway to the definitive map and statement. The Ramblers supports this application. Observation of the path would show that its various sections are used by people at least several times every day.

- 3.22. Representations received:

- 3.23. 14 letters of representation have been received from local residents. The issues raised can be summarised as follows:

- This would spoil the entire environment/the naturally tranquil setting and will disturb the wildlife in Bure Park
- Will cause problems for dog walkers
- Previous moorings caused problems with Police being called out, these will again cause disturbance to residents
- Overdevelopment/inappropriate development for the area. Dwellings should not be allowed on the river frontage, too important for flood defences and vistas
- Houses next to River Walk will block the view from 20 River Walk because new dwellings are as high as a standard house
- The houses will look completely out of place, the height of the four on the river's edge are grossly oversized for a small footprint. Their scale will be an eye sore.
- Concern about the closeness of visitor moorings to the houses on River Walk – noise and loss of privacy
- Highway concerns, additional traffic and parking causing congestion in River Walk. Also concern about it becoming a private road and whether it will be maintained
- The path should remain open for ever
- Concern about trouble with residential moorings
- Tides can be high here and the boats will be too high out of the water
- Concern that there will be untidy land and excessive external storage in relation to the residential moorings. More pollution & rubbish and noise. Need restrictions to prevent this, can this be a Condition if approved, how will it be enforced?

- Can the refurbishment of the Marina Building be done prior to properties being completed?
- Pumping station, at 8ft high, will restrict views across the river
- Inadequate drainage/sewage system and flooding has occurred
- Pleased that the status of the public footpath has been recognised and will remain for walkers etc
- When it is redeveloped it will look better
- This is a real improvement, previous major concerns have been addressed and I don't object to the houses

#### 4. Policies

- 4.1. The adopted development plan policies for the area are set out in the Local Plan for the Broads, which was adopted at the Full Authority meeting on 17th May 2019. The following policies are relevant to the determination of this application:

##### [Local Plan for the Broads](#)

<u>Strategic Policies</u>	
SP1 – Sustainable Development	SP2 – Strategic Flood Risk
SP6 – Biodiversity	SP7 – Landscape Character
SP8 – Transport	SP9 – Recreational Access
SP10 – Prosperous Local Economy	SP11 – Waterside Sites
SP12 – Sustainable Tourism	SP13 – Navigable Water Space
SP14 – Mooring Provision	SP15 – Residential Development

<u>Development Management Policies</u>	
DM1 – Major Development	DM2 - Water Quality and Foul Drainage
DM4 – Water Efficiency	DM5 – Development and Flood Risk
DM6 – Surface Water Run-off	DM8 – Green Infrastructure
DM11 – Heritage Assets (Archaeology)	DM13 – Natural Environment

DM16 – Development and Landscape	DM20 – Settlement Fringe
DM21 – Amenity	DM22 – Light Pollution
DM23 – Transport, highways and access	DM28 – Development on Waterside Sites
DM29 – Sustainable Tourism and recreation development	DM31 – Access to Water
DM33 – Moorings, moorings basins and marinas	DM35 – Development Boundaries
DM37 – New Residential Moorings	DM43 – Design

4.2. The following are material considerations:

[National Planning Policy Framework \(NPPF\)](#)  
[National Planning Policy Guidance \(NPPG\)](#)

### **Neighbourhood plans**

4.3. There is no neighbourhood plan in force in this area.

## **5. Assessment**

- 5.1. A planning application was submitted in August 2018 for a slightly different scheme (as detailed at 2.2 above), but was subsequently withdrawn in order to address the concerns raised. This has been done and a revised application submitted which is the subject of this report for consideration.
- 5.2. The application is accompanied by a Design and Access Statement which outlines the proposal, an Arboricultural Impact Assessment, a Habitats Regulation Assessment Screening document, Ecology Reports, Highway Statement, Flood Risk Assessment, a Landscape and Visual Impact Assessment, and a Landscaping Strategy. It includes a public access plan and plans and elevations to illustrate the proposal. It also includes an example of a contract which would relate to the residential moorings.
- 5.3. The key issues in the determination of this application are the principle of the development, the provision of affordable housing, location and design, visual appearance in terms of the wider landscape, impact on neighbour amenity, impact on the Public Right of Way and highway safety,, flood risk, impact on navigation and effect on ecology and/or designated sites.

### The principle of the development

- 5.4. The site is allocated in the adopted local plan for redevelopment under Policy GTY1: Marina Quays. This policy supports the reuse and enhancement of facilities for river and other leisure users on this site where it is compatible with the flood risk to the site. It states that careful consideration will be given to design as well as the potential impacts on nearby residents and the natural environment of Halvergate Marshes and Bure Park. The site also has a role as a landscape buffer between the urban and rural areas and any redevelopment should consider this function.
- 5.5. The site was formerly used as a marina and for mooring, with the last use for this purpose by Hoseasons at least 15 years ago. Subsequently it has fallen into disuse and during this period it has been subject to regular vandalism of the derelict marina building, the toilets and former shop leaving the whole site in a poor state of repair. In this prominent location on the entrance into Great Yarmouth on the River Bure the site in its current condition presents something of an eyesore to visitors and river traffic and there is a strong incentive for redevelopment to make better use of what is potentially an attractive site.
- 5.6. Policy DM37 covers the issues of new residential moorings and advises that these will be permitted, subject to a number of criteria. The initial criterion is a locational one and seeks to ensure that residential moorings are sustainably sited with good access to facilities. Criterion (a) states that any new residential mooring should be:
- “... in a mooring basin, marina or boatyard that is within or adjacent to a defined development boundary or 800m/10 minutes walking distance to three or more key services ...”
- 5.7. The application site is close to the boundary with Great Yarmouth Borough Council's area, which is formed to the east by Caister Road and to the south by housing on Caister Road and the southern boundary of the application site. All of the adjacent land within the Borough Council's area is identified in their Local Plan as within the Main Urban Area and Village Development Limits. Due to the shared boundary with the application site it is considered that the first part of criterion (a) is met. In terms of access to key services, there is a peak-time bus service along Caister Road, a small provisions shop at the Jet garage at the junction with the new access road and a Primary School at North Denes approximately 800m to the east. It is considered that the second part of criterion (a) is also met and the proposal is in principle in accordance with policy DM37.
- 5.8. It is considered that the proposal overall is in line with the type of use promoted by the site specific policy GY1 and the policy on new residential moorings and is therefore acceptable in principle.

#### Provision of affordable housing

- 5.9 Policy DM34a of the adopted Local Plan requires that all development of 10 or more dwellings provide a level of affordable housing in accordance with the

requirements of the relevant District Council, with the number calculated on a site by site basis. This approach is based on the 2019 NPPF<sup>1</sup> which sets a threshold of 10 dwellings of more as a trigger for affordable housing. The majority of site in the Broads are small and do not meet this threshold, so the second part of DM34a requires that for developments of 6 – 9 dwellings a contribution is required in the form of a commuted sum towards the provision of affordable housing off-site. The purpose of this was to seek to achieve some contribution towards affordable housing from the larger of the small sites in the Broads.

- 5.10 It should be noted that not only does the 2019 NPPF set a threshold of 10 dwellings for the provision of affordable housing, but also sets a site area of over 0.5 hectare. This site, at 1.36 ha, exceeds this threshold, however policy DM34 applies only the numerical threshold rather than both. On this basis, it is the second part of DM34 which will apply.
- 5.11 The application proposes the development of 12 x residential moorings and seven residential units. The residential moorings are covered under policy DM37, which sets the criteria which must be met, however there is no requirement in this policy for any of the residential mooring to be provided as 'affordable' residential moorings. On this basis, the requirement for the provision of affordable housing applies only to the seven dwellings, which fall within the ambit of the 6 – 9 units set out in DM34.
- 5.12 The LPA is in negotiation with the developer and Great Yarmouth Borough Council (as the Housing Authority) over the precise amount of the commuted sum and how this will be provided. It is important to note that the land was originally owned by Great Yarmouth Borough Council. There is a claw back provision set out in a Deed of Covenant between the parties (land owner and Council). This requires the developer to pay 50% of the increase in the value of the land resulting from the grant of planning permission for any more than two dwellings (or other trigger event) to the Council. The requirement for a commuted sum for affordable housing will affect the land value, and hence the amount to be paid as clawback, and this could potentially affect viability.
- 5.13 These discussions are on-going and members will be updated verbally at the meeting.

#### Location and design

- 5.14 The site's location on the edge of Great Yarmouth is a prominent and important one, broadly marking the transition between the undeveloped countryside to the north and the built form of the town which starts to the east of the site and then develops rapidly to the immediate south. Whilst the managed character of Bure Park to the north provides a sense of the impending change, the site will constitute the first built development and will therefore be effectively a gateway into the town from the Broads. It is

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<sup>1</sup> Please note that the Local Plan for the Broads was assessed under the 2012 NPPF, but also considered the requirements of the 2019 NPPF in order to future proof policies.

particularly important, therefore, that the development is of an appropriate layout, form design and scale for the location.

- 5.15 The site is a largely linear one, stretching 770m from north to south, and the arrangement of the proposed development reflects this. The moorings, 32 in total, would be located along the river frontage in a single line, with four of the new dwellings in a row on the landward site beyond the former marina building, which would be renovated. This building, which is familiar in the landscape, would continue to be the first building to be seen when approaching from the north (i.e. downstream towards Great Yarmouth) and beyond this would be two x two storey dwellings designed to tie in with it by the use of a square footprint, monopitch roof and a first floor decking area. There would be two x single storey dwellings of a similar construction beyond this to the south. The overall linear orientation would reflect and reinforce the riverside character.
- 5.16 The further three dwellings would be located to the rear of the site and have been designed and orientated to relate to the established properties at River Walk. They would be viewed as behind the southern-most of the new riverside dwellings, although the incorporation of the timber cladding used in the four riverside plots would provide a visual link. With the Bure Business Park building to the rear (east) and the access drive to the north they would represent an infill on the corner.
- 5.17 In terms of design, the new build development can be broken down into three elements as follows:
- Plots 1, 2 and 3 would be two storey, three bed houses with rear gardens and built in a traditional style. They would measure 8m x 10m, plus a 3m patio to the front and have a ridge level of 7.95m. The materials proposed are brick with cedar boarding, slate tiles and aluminium windows.
  - Plots 4 and 5 would be two storey, two bed units located on the river front with no private curtilage, but with a first floor decked area. They would measure 9m x 5.5m with a monopitch roof with a ridge height at the front of 7.28m and to the rear of 6.6m. The materials would be as for plots 1 – 3.
  - Plots 6 and 7 would be single storey one-bed units located on the river front, with decking overlooking the river. They would measure 10m x 4m, plus a decked area of 5.43m x 1.5m. The roof would be a monopitch measuring 5.22m to the front and 4.17m to the rear. The material would be as for plots 1 – 3.
- 5.18 Considering first plots 1 – 3, it is considered that these provide a successful visual transition between the more traditional style dwellings on River Walk and the more contemporary dwellings proposed to the riverside as part of the scheme. This is achieved by combining the more traditional form of the River Walk dwellings with the use of more contemporary fenestration, detailing and materials which complement those proposed on the riverside dwellings.

- 5.19 Considering next plots 4 and 5, these are more “riverside” in character and reference the form of the retained, refurbished former marina building. The simple form contrasts with the more traditional form of plots 1-3, but is considered more appropriate to the riverside and the raised ground floor level of the units. The detailing and materials provide a visual continuity between these units and the other proposed new dwellings.
- 5.20 Considering finally plots 6 and 7, these are similar in form to 4 and 5 to the north, but differ in scale, particularly height, which allows plots 1 – 3 behind to be seen from and to enjoy a sense of the riverside. The materials again are the linking visual element between the three distinct house types and the refurbished existing building.
- 5.21 In conclusion, overall it is considered that the layout and orientation of the site is well judged, whilst in terms of its design the proposal is considered a successful response to a constrained site. It addresses the riverside in a positive way visually and also succeeds in achieving the visual transition from the more traditional style dwellings along Riverside Walk to the overall more contemporary feel of the new build. The use of materials and the fenestration pattern on the three different forms provides the visual cohesion to the whole and also successfully integrates the refurbished building into the scheme.
- 5.22 Finally, considering the proposed new access, driveways and footpaths, the application proposes that the surfacing used is tarmac. There are concerns about the visual impact of a relatively low quality material over a considerable surface area. It would be preferable for surfacing to have a natural coloured gravel/aggregate finish or similar and details of this can be required by condition.
- 5.23 Overall, it is considered that the proposal will make a positive architectural contribution to the riverside and wider Broads landscape whilst positively marking the entry into Great Yarmouth from the River Bure.
- 5.24 Looking at the design of the proposed moorings, the quayheading is existing, constructed of concrete and is of a standard functional appearance. It is proposed that standard mooring posts would be installed for the use of residents and visitors. Concern has been raised by third parties about the potential appearance of the boats which might moor at the site, particularly the residential vessels, however this is not something that can be controlled through planning.

### Landscape

- 5.25 This is a prominent site which is run down and currently represents a poor quality transition between the Broads and the urban area. Whilst the redevelopment offers an opportunity to transform the site, it will also result in a significant change to the landscape on both the river and the land and this needs careful consideration.

- 5.26 The reintroduction of mooring along the river front would result in a change to the appearance of the area, however this would not be new use, but rather a resumption of an historic one. The vessels (residential, private and visitor) would be seen in the context of the hard concrete quayheading on this side of the river, which extends beyond the site to the south and gives the area a strongly commercial appearance. The provision of moorings infrastructure and accumulation of domestic paraphernalia can be managed by planning condition to prevent unsightly clutter, which can also cause hazard in a flood event. It is the case that there is no engineered edge on the opposite bank (western), where the reedbed extends to the channel, however the intensification of the use on the western side would not significantly alter this and overall the change is not unacceptable.
- 5.27 The provision of car parking for the use of residents has the potential to impact on the landscape. One space per berth is provided for the 12 x residential moorings, set individually or in small groups along the length of the site and accessed from Marl Heap Road. The northernmost seven of these spaces are close to the river's edge, separated only by the access road, whilst the remaining five, plus the marina parking (three spaces) and the parking for the riverside dwellings (four residents plus two visitors) are set further back and screened by buildings or planting. The seven northernmost spaces will be visible, and the absence of planting is regrettable, however the impact will be seen in the context of moored boats and a concrete flood wall and is not unacceptable, particularly given the overall improvement to the appearance of the site.
- 5.28 The refurbishment of the former marina building, demolition of the existing disused buildings and general upgrading of the site would have a positive effect on the local landscape.
- 5.29 The creation of the new 5.5m wide access road into the site will open up views to the east into the site from Caister Road, Bure Park and the Bure Business Centre. This will be exacerbated by the loss of 11 mature trees which are located on the alignment of the new route. It would be preferable for a hedge or other screening to be provided either side of the road to mitigate this, however there is insufficient space available to achieve this and nor can the road be narrowed as the proposed width is required to meet the standards of the Highways Authority.
- 5.30 In terms of the principle of the loss, whilst the removal of these large trees will have a significant impact on the existing visual amenity of the site, in the majority of cases the trees are in poor condition with a limited safe useful life expectancy. The proposal offers an opportunity to replace the existing declining tree population with a new selection of trees that will provide the future tree cover on the site and make a positive contribution to the long-term visual amenity of the site and surrounding area. The details of the replacement planting can be covered by planning condition, with the numbers based on a ratio which adequately compensates for the loss of biomass and for visual effects.

- 5.31 Subject to the provision of a detailed landscaping and maintenance scheme the proposals are acceptable overall in landscape terms; the required scheme can be covered by planning condition.

Impact on neighbour amenity

- 5.32 A large number of responses were received to the original application submitted in August 2018, raising issues including impact on their amenity as a result of the location and scale of the proposed new dwellings. That application was withdrawn and revisions made for the subsequent application (the current one) to take account of these concerns.
- 5.33 The most significant alteration was to remove the riverside dwelling which was located directly in front of 20 River Walk, which is the closest property to the proposed dwellings and sits to the south-east. There is now no unit directly in front of it and the number of units has been reduced to seven from eight.
- 5.34 In addition, the ridge heights of the three properties on plots 1 – 3 were reduced to 7.5m to ensure that they were lower than 20 River Walk, which is 8.1m high. During the course of this application, however, the Environment Agency altered its requirement regarding finished floor levels. This would have resulted in an increase of the ridge height to 8.5m, but a minor redesign brought this back to 7.95m. Whilst there remains local objection to the scheme, the new dwellings on plots 1 – 3 will be to the north-west of 20 River Walk and it is considered that the location and layout of the dwellings will not have a significant adverse effect on this or any other property and are acceptable.
- 5.35 The 12 proposed residential moorings are located beyond the existing houses in River Walk. Concerns have been raised by local residents that additional buildings associated with the use, such as sheds, will have a negative effect on the area. It is agreed that the visual impact of domestication of the river's edge should be minimised and for this reason it is considered necessary to attach a condition to prevent buildings and storage as this would detract from this transitional area. A storage unit will be provided for each mooring in the refurbished marina building. The applicant's intention is to carry out the works to this building first so that it is available before the moorings are brought into use and given the comments of local residents this should also be a condition if approval is granted.
- 5.36 Concern has also been raised about the management of the moorings and the risk of anti-social behaviour, either from the residential or the visitor moorings. The application details that the moorings will be managed from the refurbished marina building, with an office and on-site presence. An example contract for the residential berths has been submitted for information with the application, a management plan will be required by planning condition and there are no justified grounds to conclude that these moorings will be run in such a manner as to have an adverse local impact. The visitor moorings will also be operated from the marina office and the Authority's experience at the

Great Yarmouth Yacht Station indicates that the majority of users are well behaved and do not cause problems. The site has in any case been the subject of persistent and significant vandalism and anti-social behaviour over recent years and its redevelopment will resolve these issues.

#### Public Right of Way

- 5.37 One of the key issues in the previous application, and which the applicants have sought to address in the resubmission, was concern over the loss of pedestrian access through the site. As explained at 1.1 above, there is a formal PROW along Marl Heap Road, however historically the public have also walked along the river's edge at the north of the site and this route, albeit unauthorised, is cherished locally. In response to the previous application, local residents submitted an application to Norfolk County Council to have the riverside route added to the definitive PROW map on the basis of the longstanding and continuous use and the status this conferred. This application is being processed by Norfolk County Council.
- 5.38 In the resubmitted planning application, the applicant has accepted that there is a history of use of this route by the public and the application has been amended to ensure the development does not encroach on the path. The application proposes to retain it and the process to have it formally designated under Section 25 of the Highways Act 1980 is underway. Members will be updated verbally on the progress of this, however, following legal advice and in consultation with Norfolk County Council, it is the case that this is not a reason for refusal or delaying a decision being made as planning permission may be granted with the PROW decision and/or designation pending.
- 5.39 It is worth noting that the Local Planning Authority (LPA) welcomes the positive approach the local residents and the applicant have taken in resolving this issue. It is also worth noting that Norfolk County Council are currently undertaking works in the Borough for quiet cycle lanes and footpaths and this route is being developed to link Bure Park along the river and onto Tar Works Road to the south and to the town centre beyond. This dedication will tie in with this and is welcomed.

#### Highways and access

- 5.40 The application proposes that the development be accessed via the existing private access onto the Caister Road (A149), which serves the neighbouring Bure Park Business Centre. It is understood that the applicant proposes this route because it would avoid additional traffic on River Walk and minimise disturbance to the residents there. To accommodate the additional traffic movements a scheme of improvement including widening and improved surfacing is proposed.
- 5.41 Norfolk County Council as Highways Authority does not object to the proposed access or the works, although it is noted that their preference is for access to be achieved through River Walk, which is the existing highway junction serving residential development of this nature.

- 5.42 The application would also result in changes to the status of Marl Heap Road. This runs through the site and whilst it is recorded as 'a publicly maintainable highway for mechanically propelled vehicles' it is the subject of a TRO which currently prevents vehicles using it. The application proposes that this be permanently stopped up as a publicly maintained highway and that it becomes a private road with retained use on foot and by bicycle. It would be maintainable by the site owner and private vehicular access rights for the owners of any part of the development would be agreed. The process for the stopping up would be by way of an Order under Section 116 of the Highways Act 1980 and this would need to be submitted to and dealt with by the Highway Authority. A condition should be attached to require this as it is necessary for the development to proceed.
- 5.43 The above would not necessitate any changes to River Walk, which would remain as it is with bollards to prevent any access to or from the site.

#### Flood risk

- 5.44 The application site is located in Flood Risk Zones 3a and 3b, with the Environment Agency's flood defence wall running parallel to the river and hence along the length of the site. The moorings are necessarily within the river and are in Flood Risk Zone 3b, whilst the refurbished marina building and the dwellings are in Flood Risk Zone 3a.
- 5.45 The application has been developed in close consultation with the Environment Agency (EA), both in terms of design and management of residual risks. The EA initially raised an objection with regard to flood risk, however, following discussions they are satisfied that subject to specified minimum finished floor levels (which can be covered by planning condition) the dwellings are acceptable in terms of flood risk. There will be a requirement for a Flood Evacuation Plan, which has been provided, to be implemented and again this can be covered by planning condition. The residential mooring are located with the river channel, which is inevitably in an area of flood risk, and measures are required to manage the associated risks.
- 5.46 There is a requirement under the NPPF for the LPA to apply the sequential and exception tests prior to determination in order to satisfy itself that the development is appropriate in terms of flood risk. The NPPF seeks a position where inappropriate development in areas at risk of flooding should be avoided by instead directing development away from areas at highest risk. Where development, however, is necessary, the LPA should ensure that it can be made safe without increasing flood risk elsewhere. It goes on to state that development should not be permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower probability of flooding.
- 5.47 The application site is adjacent to established residential development in Great Yarmouth and a defined development boundary, with a range of facilities available locally. It is a sustainable location in planning terms, which

makes it relatively unusual in the Broads. Given the policy requirement for new residential development to be sustainably located and the functional need for residential and other moorings to be located at a waterside location, it is considered that there are no reasonably available alternative sites appropriate for this type of development so, with this in mind, it is considered that the proposed development passes the sequential test.

- 5.48 In terms of the exceptions test, a development must provide sustainability benefits to the community, and be safe for its lifetime without increasing flood elsewhere, and, where possible, reduce flood risk overall. The proposal would provide new residential development both on and off the water, contribute to the local economy and provide significant visual and environmental improvements to the immediate surrounding area, which is considered to be of benefit to the sustainability of Great Yarmouth. Overall, the benefits are such that it is considered that the proposed development can pass the exception test.

#### Impact on navigation

- 5.49 The main issues in relation to navigation arise from resumption of the site's use for mooring. It is proposed that approximately 400m at the northern end would be used for residential moorings (12 x 33m), approximately 100m of the middle section for private moorings associated with the new dwellings (9 x 12m) and the southern 200m managed for casual visitor moorings (average 10m per berth). Of these, it is anticipated that both the northern and middle sections will be occupied by permanently moored craft. It is understood that the applicant intends to offer the residential moorings to barges, but this would be a commercial decision and is not a matter for the Local Planning Authority.
- 5.50 The concerns relate to the need to maintain sufficient channel width at all states of the tide. The Authority's ranger team have measured the width of the navigable channel at low water and advised that it is 40m at the narrowest point (roughly mid-point of the development) and 44.3m at the widest point at the upstream end of the development. The general approach of the Broads Authority as a Navigation Authority is to require that no mooring results in a reduction in the channel width by more than one quarter, or 10m, whichever is the lesser, and this derives from Byelaw 63 (Vessels Mooring Abreast) which states:

*'...the master of a vessel shall not moor alongside another vessel if by doing so any part of his vessel extends more than 10 metres into the channel or extends into the channel more than one quarter of the width, whichever is less'.*

- 5.51 On this basis, subject to a maximum beam restriction of 10m (which can be covered by planning condition) the proposed development would meet this requirement. This restriction of 10m maximum width will also apply to double moored vessels, where it would be the cumulative beam, and, again, a planning condition can cover this.

- 5.52 The biggest impact on the reduction of width will be on vessels wishing to sail along this stretch, particularly when tacking into the wind. This could be mitigated by increasing the number of port channel markers on the opposite bank so all vessels are able to accurately judge the navigable width on this side of the river as this will be more important if the channel is narrowed. This can be required by planning condition.
- 5.53 The application states that the final upstream mooring, a length of 29m, would be offered to the Broads Authority for its use. Officers are currently in discussion around the terms on which this would be offered and the management and maintenance commitment and Members will be updated verbally. It is the case that this could be a useful location for a demasting mooring, particularly given the issues raised at 5.42 above, but its attractiveness will depend, in part, on the terms. It is also noted that the Authority has recently installed a demasting mooring approximately 2km upstream at Scare Gap. Should the Authority decide not to accept the offered mooring the operator could use it for his own purposes or incorporate it into the development.
- 5.54 Finally, it is noted that any dredging required to support the use of the moorings, particularly the residential moorings, will be a matter for the operator.

### Ecology

- 5.55 Whilst this site has been disused and derelict for a number of years, it does represent a useful habitat (partly as a result of the lack of disturbance) and this together with the proximity to the Special Protection Area (SPA) means that there would potentially be impacts from the development on protected species.
- 5.56 The submitted surveys have indicated the presence of newts, reptiles and water voles so measures need to be taken to mitigate any impact. The Authority's ecologist has recommended conditions which would provide the required protection.

## **6 Conclusion**

- 6.1 The details of the revised proposal are considered to be a significant improvement on the originally submitted scheme and it takes account of all the concerns raised previously. It is considered that the application is in compliance with the policies set out in the Local Plan

## **7 Recommendation**

- 7.1 That subject to satisfactory conclusion of the discussions around the affordable housing provision requirement, this planning application be approved subject to the following conditions:

1. Standard time limit conditions

2. In accordance with the submitted plans and documents
3. Affordable housing requirement
4. Finished floor levels for dwellings
5. Investigation of impact on flood defences prior to commencement
6. Materials to be agreed
7. Materials for road surface, driveways and footpath
8. Landscaping scheme to be submitted
9. Removal of permitted development rights for extensions, fences and outbuildings
10. Restriction of width of boats moored to 10m
11. Additional port channel marker
12. Details of moorings/safety equipment
13. Details of arrangements for the residential vessels to rise above the flood level
14. Management plan for marina and residential moorings
15. Marina office restricted to association with marina only
16. Working hours
17. External lighting
18. Mitigation and Monitoring Measures
19. Timing of works (avoid bird breeding season)
20. Acoustic fence to protect protected species
21. Reptile mitigation
22. Ecological enhancement
23. Highways - no obstruction to access for 20m
24. Highways - access widened
25. Highways - visibility splays provided
26. Highways - provision of parking
27. Stopping Up Order

7.2 The following informatives be specified on the decision notice:

- Highway works
- Ecology advice
- External lighting

Background papers: BA/2018/0312/FUL & BA/2019/0118/FUL

Author: Cally Smith

Date of report: 10 July 2019

Appendices: Appendix 1 MAP

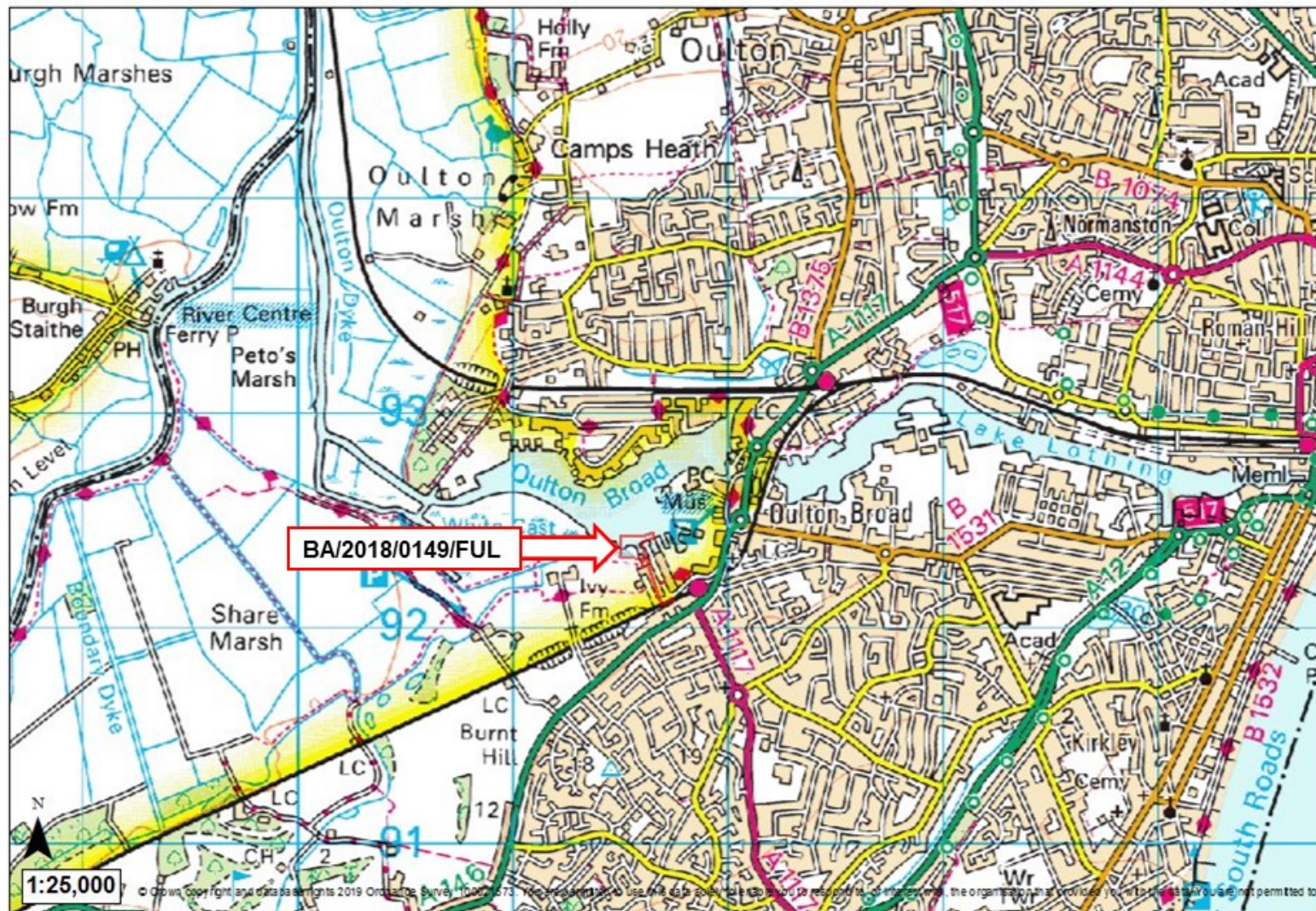


**Reference:**

**BA/2018/0118/FUL**

**Location**

Broadlands Marina, Marsh Lane, Oulton  
Broad



**Application for Determination**

<b>Parish</b>	Oulton Broad
<b>Reference</b>	BA/2018/0149/FUL <b>Target date</b> 12 July 2018
<b>Location</b>	Broadlands Marina, Marsh Lane, Oulton Broad
<b>Proposal</b>	Mooring pontoons to provide 54 private moorings as an extension to the existing Broadlands Marina on the southern side of Oulton Broad; provision of 4 new visitor moorings, removal of 30 private moorings and a section of jetty; creation of additional reedbed, and reinstatement of slipway and pump out facilities (revised scheme).
<b>Applicant</b>	Mr Paul Spriggins
<b>Recommendation</b>	Approve subject to conditions
<b>Reason for referral to Committee</b>	Major application and objections received

**1      Description of the site and proposals**

- 1.1      Broadlands Marina is situated on the southern side of Oulton Broad, adjacent to Tubby's Marina, and at the northern end of Broadland Holiday Village. The marina comprises 3 concrete jetties which project out from the quayside by approximately 62 metres, to the west of which is a slipway. Adjacent to this is a further jetty which is initially concrete with the remainder in timber, projecting out by approximately 78 metres. The existing marina provides moorings for up to 77 boats. Immediately west of the marina is a mooring cut within an area of reedbed. It features steel piling in a visibly poor state, the land around the edges is overgrown, and there does not appear to be an obvious access to this area. A further 70 metres to the west is a further mooring cut within the reedbed, this area is not piled and it is not clear how this area is accessed. Within the submitted planning statement under paragraph 2.2.1 it is asserted that the two reedbed mooring areas provide up to 30 moorings. The number of existing is therefore stated as 107.
- 1.2      Access via land to the marina is through Broadland Holiday Village, with parking provided at the northern end of the site within a designated car park. The site features a small sales office with decking area sited next to the access to the timber jetty.

- 1.3 This application was originally submitted to the Broads Authority in May 2018 for the installation of additional mooring pontoons at an existing marina. The scheme was presented to Planning Committee at the 09 November 2018 with a recommendation for a site visit, the visit took place on 30 November 2018. Following the site visit the application was amended to reduce the projection of the pontoons beyond the existing timber jetty from 16.6 metres to 7.5 metres, and the number of moorings provided by the pontoons from 70 to 54.
- 1.4 A fact finding site meeting was held on 20 September 2018 attended by Broads Authority staff, the applicants, and representatives from the NSBA, Oulton Broad Parish Council and the local Waveney and Oulton Broad Yacht Club. The yacht club requested data showing the surveyed depths of Oulton Broad and, this data demonstrated that the depth of the Broad where the moorings are proposed is sufficient for the purposes of navigation. The NSBA, Oulton Broad Parish Council and the local Waveney and Oulton Broad Yacht Club stood by their submitted comments regarding negative impact on navigation, a lack of separation to the Power Boat Racing Exclusion Area.
- 1.5 This application as amended is for the installation of an area of pontoons covering a general area of 97 metres (east to west) by 47 metres (south to north), sited to the immediate west of the existing marina. Access to the pontoons is via the concrete jetty which currently leads to the timber jetty, with the timber section of the jetty removed to make space for the pontoons, this would remove 12 existing moorings.
- 1.6 The proposed pontoon comprises an access walkway at a length of 88 metres which runs roughly parallel to the land, perpendicular to which are three sections of pontoon, the eastern and central pontoons are 45.7m long and the western pontoon is 36.5 metres long. The two longer sections provide up to 40 private moorings demarcated by finger jetties, the shorter section provides up to 14 private moorings demarcated by finger jetties. The total number of private moorings in this section would be 54 private moorings.
- 1.7 The projection of the pontoons into the Broad beyond the northernmost element of the existing marina is 7.5 metres.
- 1.8 In addition it is proposed to provide 52.2 metres of side-on visitor moorings (approximately 4 moorings) at the northern end of the existing marina.
- 1.9 In total 123 moorings would be provided at the marina, this comprises the 54 newly created private pontoon moorings, 4 newly created visitor berths, and 65 provided by the existing moorings. The application includes the removal of 42 existing moorings, so the net increase of mooring provision would be 16.
- 1.10 The application includes the provision of pump out facilities, located next to the proposed visitor moorings, and the re-instatement of slipway facilities. Electric hook-up facilities would be provided to the new moorings. The two areas of existing mooring within the reed bed area would be given up and those sections planted with reeds.

- 1.11 The projection of the pontoons into the Broad beyond the northernmost element of the existing marina would be 7.5 metres. Oulton Broad provides a powerboat racing exclusion zone and the proposed moorings would maintain a separation at a minimum of 28.7 metres to the exclusion zone.
- 1.12 It is noted that the area to the immediate south-west of the subject site is designated as a Site of Special Scientific Interest (SSSI), Broadland RAMSAR, Special Protection Area (SPA), a Special Area of Conservation (SAC). The distance from the proposed moorings to the designated sites is approximately 11 metres, this figure includes any moored vessels.

## **2 Site history**

- 2.1 There is extensive planning history going back as far as 1974 relating to use, function, and building of the Broadland Holiday Village. The following are planning applications which relate to the area currently under consideration.
- 2.2 In 2002 planning permission was granted for the redevelopment of boatyard as extension to holiday village to provide extension to games room, children's play area, parking and servicing area (ref BA/2002/5245/HISTAP).
- 2.3 In 2003 retrospective planning permission was granted for provision of a mooring post (ref BA/2003/5246/HISTAP).
- 2.4 In 2017 pre-application advice was given in relation to proposed mooring pontoons (ref BA/2016/0227/PREAPP).

## **3 Consultation**

Parish Council - Objection on grounds of impacts on navigation, appearance of the Broads landscape and views from Nicholas Everitt Park, and access.

NSBA - Objection on grounds of impact on navigation, adverse affect on safety of the navigation, lack of separation to powerboat racing area.

Waveney and Oulton Broad Yacht Club - Objection on grounds of impact on navigation, lack of separation to powerboat racing area, impact on existing swing moorings, poor access to site along Marsh Lane.

Sentinel Leisure Trust - Wrote in support of the application.

Natural England - No objection.

SCC Highways - No objection.

Environment Agency – No objection.

BA Navigation Committee - No objection to the amended application.

BA Waterways and Recreation - No objection subject to conditions.

BA Landscape Architect - Objection on grounds of location, scale and design of moorings.

BA Ecologist - No objection subject to conditions.

## **4 Representations**

- 4.1 28 objections received on ground of impact on navigation, encroachment into the Broad, impact on Broads landscape, impact on ecology, impact on existing swing moorings, impact on views from Nicholas Everitt Park, and being contrary to the Broads Authority's three stated objectives.

## **5 Policies**

- 5.1 Local Plan for the Broads (adopted 2019)

[Local-Plan-for-the-Broads](#)

SP6 - Biodiversity

SP7 - Landscape character

SP13 - Navigable water space

SP12 - Sustainable tourism

SP11 - Waterside sites

SP14 - Mooring provision

DM13 - Natural Environment

DM16 - Development and landscape

DM23 - Transport, highways and access

DM31 - Access to the water

DM32 - Riverbank stabilisation

DM33 - Moorings, mooring basins and marina

- 5.2 Other Material Considerations

Landscape Character Area 6: Waveney - Boundary Dyke, Barnby to The Fleet, Oulton

[Landscape-Character-Areas-1-8](#)

Marine Management Organisation - East Marine Plans

BIO2 - Environment Policy

EC1 - Economic Policy

ECO2 - Environment Policy

GOV1 - Governance Policy

GOV3 - Governance Policy

TR1 - Tourism and Recreation Policy

TR2 - Tourism and Recreation Policy

National Planning Policy Framework (NPPF)

[National-Planning-Policy-Framework](#)

## **Neighbourhood plans**

- 5.3 There is no neighbourhood plan in force in this area.

## **6 Assessment**

- 6.1 The proposal is for an area of mooring pontoons adjacent to an existing marina. The proposed pontoon comprises an access walkway at a length of 88 metres which runs roughly parallel to the land, perpendicular to which are three sections of pontoon, the eastern and central pontoons at 45.7m long and, the western one at 36.5 metres, providing a total of 54 private moorings. The proposal includes the provision of 52.2 metres of side on visitor moorings (approximately 4 berths), pump out facilities, the re-instatement of slipway facilities, electric hook-up to the new moorings, and the planting of two former mooring areas with reeds.
- 6.2 The main issues in the determination of this application are the principle of the development, impact on recreation and navigation, habitat and ecology, the Broads landscape, and highways access.
- 6.3 The proposed works would result in the provision of new moorings which would contribute to the network of facilities around the Broads system and in principle are considered acceptable. Proposals for new moorings are assessed against Policy DM33 of the Local Plan for the Broads which stipulates criteria (a) to (p) and these measures will be considered in turn.
- 6.4 Criterion (a) requires that the proposal has been designed to take account of the nature of the watercourse. The proposed moorings would take the form of floating pontoons which allows the moorings to respond to any variation in water depth, thus giving a reasonably consistent interaction between boats and the mooring they serve. The siting is away from the marsh/reed area which will benefit wildlife. The moorings are in effect an extension of the existing provision which ensures a concentration of this type of use in a particular area, rather than introducing an entirely new activity to a part of the watercourse. It is therefore considered that the proposal is acceptable with regard to criterion (a) of Policy DM33 of the Local Plan for the Broads.
- 6.5 Criterion (b) requires that the proposal has been designed to take account of the scale of tidal range. Oulton Broad is approximately 3 miles from the North Sea, separated by the outer harbour, inner harbour, and Lake Lothing. Between Lake Lothing and Oulton Broad is Mutford Lock which is a physical controllable barrier between the North Sea and Oulton Broad. The lock gates are a major control for the water level and flows on Oulton Broad and the separation of saline and fresh water. The Broads Authority manages the lock for the purpose of providing navigational access rather than as a tidal barrier, it does provide some control over water directly into the Broads system, however due to the links to the river system the Broad remains tidal.
- 6.6 The proposal is for floating mooring pontoons which would rise and fall with the change in water level and ensures that access to and from vessels is

maintained at a reasonably consistent level. It is therefore considered that the proposal is acceptable with regard to criterion (b) of Policy DM33 of the Local Plan for the Broads.

- 6.7 Criterion (c) requires that the proposal has been designed to take account of the character of the location. The overall character of the Broad is arguably quite different to the other broads in the system. This is a Broad which has a lot of built up areas, some imposing buildings, is passed by the A1117, and has comfortably the largest proportion of publicly accessible points onto a single broad. The Broad is alive with recreational activity, it is home to a sailing club, rowing club, and a water sports centre, whilst in the summer it hosts power boat racing, provides a good range of moorings, boat hire, and river tours. In short this is a well used, well accessed, and well loved broad. The proposed mooring in the context of the activity and development within and around the Broad is considered in principle to be appropriate to the existing character of the broad.
- 6.8 The potential impact on landscape character has been cited by a large numbers of the objectors to the original scheme, and those that responded to the amended scheme. In addition the Authority's Landscape Architect, whilst acknowledging the reduced scale of the scheme, has maintained an objection citing the scale of development into an area of open water (at approximately 4200 square metres), the extension being towards the more natural western end of the broad, the moorings concealing natural banks and reedbed, the moorings when viewed from Nicholas Everitt Park being seen against a natural backdrop which would have higher landscape impact and the cumulative impact of additional moorings.
- 6.9 It is further noted that the accuracy of the submitted photomontages has been raised and this point is accepted, however, an accurate assessment can be carried out without reference to these pictures.
- 6.10 The proposed mooring site is on the southern edge of the Broad at approximately the midpoint between Mutford Lock to the east and Oulton Dyke to the west. It is a location which is on the edge of the settled broad as defined in Landscape Character Area 6, this being the point where the built development, including the chalets and static caravans in the Broadland Holiday gives way to a more natural yet still somewhat formalised landscape, which in turn gives way to a more wild natural landscape appearance further to the west. The proposed moorings are not considered to unreasonably project beyond that landscape quality, particularly when considered within the Broad as a whole and how the various buildings, built form and uses have grown up within and around the Broad.
- 6.11 The character of the Broad fringe is varied. The northern side is predominantly developed with an increasingly urbanised appearance from west to east, and the eastern end down to Mutford Lock and The Boulevard continues this urban appearance. Nicholas Everitt Park has a softer appearance, but still maintains a controlled and urban appearance. To the south of the Park is the Oulton Broad Water Sports Centre and Lowestoft

Rowing Club where the character of the Broad shifts to some extent to more water based activity with the inclusion of extensive mooring areas. These areas are made up of Coleman's Dyke, Tubby's Marina, and the existing moorings at the subject site. This section of the Broad has the largest concentration of moored vessels.

- 6.12 Whilst there are numerous moorings along the northern and eastern broad edges, these are predominantly domesticated and are mostly within mooring cuts. There is a small concentration of moorings to the front of The Boulevard. From the eastern edge of Coleman's Dyke to the western edge of Broadland Marina is a continuous section of moorings predominantly on jetties which extend from the land into the Broad. There are two further areas to the west beyond the jetty mooring areas, these appear as large cuts into the marsh/reed fringe, one with a hard engineered edge and one with mooring posts. The proposal seeks to extend the area of moorings which protrude into Oulton Broad and would take up an area which extends as far westwards as the most western point of existing mooring, this being the second of the two large cuts.
- 6.13 When considered in relation to views coming into Oulton Broad from the west both from land and water, the development would appear as part of the existing mooring provision and would have minimal impact on the setting and character of the Broad. Views from the northern shore are from private gardens only, the combination of distance from the subject site, and the backdrop of caravan/chalet park along with residential development where the land rises to the south would ensure that for the most part there would also be minimal impact on the setting and character of the Broad and surrounding landscape.
- 6.14 Where the Broad extends eastwards towards Mutford Lock the site would be screened by Nicholas Everitt Park. It is views from the Park which give the closest land-based unobstructed views of the proposed development. There is some separation between the Park and the subject site at approximately 200 metres, but it would still remain an obvious presence in views. It is the site context which is a key point here. The proposed moorings are at the western edge of a large mooring area, so the presence of additional mooring would not appear out of place. The backdrop to the view from the Park is a low line of reeds and behind that a continuous band of trees. With boats moored in the foreground, views of this section of reeds would likely be mostly obscured, but a fully utilised mooring facility would not break the skyline or appear overbearing in the context of the landscape beyond it. Indeed the presence of the boats or their apparent size would diminish as the distance increases which further lessens the potential impact.
- 6.15 It is accepted that the moorings would be provided in an area which is not developed and so will have a visual impact to some extent. However, the level of the impact, taking into account the points raised above, is considered to be within a reasonable level. The applicants have worked to reduce the projection of the moorings into the Broad, with a measure beyond the existing marina reduced from 16.6m to 7.5m. From the position of the Park this would

not result in an unacceptable impact on views of the Broad or the land beyond the Broad. The immediate setting is a line of jetty moorings, the proposed moorings would be a reasonable extension to this when considered alongside the extent of existing mooring, and also minor when taking into account the size of the Broad and the breadth of view this allows both across the water and the surrounding land.

- 6.16 Views from within the Broad itself would be of a development which is of a scale comparable to the adjacent moorings, and with a backdrop which allows the scale of development to be of a lesser presence. For the majority of the Broad the backdrop would be either the existing moorings, the caravans and chalets within the Broadland holiday village, the housing to the south, and the numerous pockets and rows of trees. Closer up to the proposed moorings the moored vessels would have a greater presence, but again when viewed in the context of the existing moorings (of which this proposal would appear as an extension), any impact on the character and appearance of the Broad and surrounding landscape would be acceptable. It should also be noted that a reversion to full use of the existing mooring cuts into the marsh/reed area would still result in some level of impact in views from the Broad, along with the retention of the existing hard edge to one section.
- 6.17 There is a well used public footpath which runs along the land to the rear of the marsh/reed area; this is not part of the Angles Way footpath which is sited approximately 125 metres to the south, but the footpaths converge to the west, and this section of footpath provides the most direct route to Lowestoft. It also allows reasonable views of the Broad, and direct views of White Cast Marshes which forms part of the designated sites. Currently the appearance of the marsh/reed is undermined to some extent by the two areas of mooring, but as these areas would be planted with reeds this will improve the landscape appearance at this section. The view beyond will change the foreground from open water to the proposed moorings, however, taking into account the change from countryside to the settled area around the Broad, the moorings would not appear to conflict with the overall character of this section of the Broad and therefore are not unacceptable in terms of views from the land.
- 6.18 The proposed moorings will have an impact on the landscape of the Broad by virtue of bringing development into an undeveloped area, but the degree of this impact is considered to be acceptable taking into account the points raised above. Oulton Broad Parish Council are right to draw the attention of the Local Planning Authority to paragraph 172 of the NPPF which states that 'great weight should be given to conserving and enhancing landscape and scenic beauty in the Broads' as this is important in protecting the nature and quality of these assets. However, it goes on to state that 'the scale and extent of development within these designated areas should be limited' and it is considered that the proposed development reasonably falls within this definition. The scale of development, its layout and siting, the surrounding development, and topography and landscape of the areas to the background of the site, in addition to the size of the Broad in relation to the development footprint, contribute to making the proposal acceptable in terms of both the landscape appearance and landscape character of Oulton Broad. It is

therefore considered that the proposal is acceptable when considered against Policy SP7, DM16 and criterion (c) of Policy DM33 of the Local Plan for the Broads, and paragraph 172 of the NPPF.

- 6.19 Criterion (d) requires that the proposal has been designed to take account of the existing uses in the area. The mooring areas on this section of Oulton Broad have been in existence for numerous years, and this includes the two areas of mooring to the west of the main Broadlands Marina which are cut into the marsh/reed fringe. The proposal is a continuation of these established areas and to some extent does not take the siting of mooring provision any further west than the existing position. It is of a scale that is comparable to the existing mooring areas, and taking into account the angle of the moorings to the east, does not unacceptably protrude into the broad. It is therefore considered that the proposal is acceptable with regard to criterion (d) of Policy DM33 of the Local Plan for the Broads.
- 6.20 Criterion (e) requires that the proposal has been designed to take account of the future maintenance of the mooring method proposed. The proposed moorings are in the form of floating pontoons and finger jetties which, by their very nature, are floating decks which rise and fall with water level, and are affixed to steel tube piles which themselves are driven into the bed of the Broad. The design of such a mooring type allows for a reasonably straightforward maintenance of the floating portion. It is therefore considered that the proposal is acceptable with regard to criterion (e) of Policy DM33 of the Local Plan for the Broads.
- 6.21 Criterion (f) requires that the proposal has been designed to take account of biodiversity. For the purpose of this assessment, consideration will also be given to the adjacent designated sites. Supporting information submitted with the application includes a Document to Inform a Habitats Regulations Assessment, along with a Preliminary Ecological Appraisal, and a Mitigation and Enhancement Strategy. The submitted documents were reviewed by the Authority's ecologist and Natural England. No objections were raised to the proposal and it is the case that works to remove the two previous boat mooring areas and to reinstate to reedbed should ultimately provide an improvement to the existing habitats and biodiversity. In addition there would be a minor reduction in disturbance to the designated sites as the moorings are moved a small distance further away. It is therefore considered that the proposal is acceptable with regard to Policy SP6 and criterion (f) of Policy DM33 of the Local Plan for the Broads.
- 6.22 Criterion (g) requires that the proposal has been designed to take account of the requirements of the Water Framework Directive. The Environment Agency (EA) in their consultation response made a request for a Water Framework Directive Assessment, this was subsequently submitted by the applicants and was assessed by the EA who considered it to be acceptable in relation to the proposed scheme. It is therefore considered that the proposal is acceptable with regard to criterion (g) of Policy DM33 of the Local Plan for the Broads.

- 6.23 Criterion (h) requires that the proposal has been designed to take account of potential adverse impacts on navigation. This has been the most contentious element of the application in terms of objections received. Indeed the scheme as originally submitted was considered by Navigation Committee at their meeting on 14 June 2018 who voted unanimously that the application was unacceptable in terms of impact on navigation. The applicants considered the position presented by the Navigation Committee and chose to amend the scheme in order to seek a compromise which would overcome this objection. At their most recent meeting on 13 June 2019 the Navigation Committee raised no objection to the amended application.
- 6.24 It is acknowledged that other consultees have viewed the amended scheme and still raise strong objections, this includes the NSBA and two of the clubs located to the east of the site, namely the Lowestoft Rowing Club and the Waveney and Oulton Broad Yacht Club who argue that the proposal will adversely impact on the safety of the activities they enjoy. There were 28 objections to the original scheme, and although there have been less objections to the amended scheme it is still recognised that there are strong opinions raising concerns regarding impact on navigation.
- 6.25 Any application which proposes new moorings on a river or broad will have an impact on navigation to some extent, the measure therefore must be whether the degree of impact is unacceptable. Factors which can influence that evaluation are the location of the proposed moorings, the adjacent uses, the contours of the broad edge, and the nature of use of the area proposed.
- 6.26 The proposed moorings are located immediately adjacent to existing moorings and reasonably tight to the edge of the Broad, this limits the projection into the Broad. The adjacent moorings are at angle when considered against a line of longitude, this reflects the angle of the bank of the Broad at this point. The siting of the proposed moorings is at a point where the bank effectively 'straightens out', and the outline of the mooring area reflects this, being at an angle to the adjacent moorings. In addition there is a small projection of marsh/reed, and the edge of the Broad begins to curve in a more northerly direction, this has to some extent the effect of siting the moorings in a subtle bay which lessens its tangible projection into the Broad.
- 6.27 Even when taking this siting difference in angle into account, the proposed moorings do not project further into the Broad than the existing moorings to the east. With this in mind, it is considered that it cannot be concluded that the proposed moorings are sited in an area where they would result in an unacceptable impact on navigation. Were a craft to make use of the water space where the moorings are proposed, for most craft this would then involve having to effectively turn back toward the Broad in order to travel around the existing moorings. That is not to say that the development area is not used as navigable space, just that it is predominantly not an area which contributes to the active use of the navigable area.
- 6.28 The consultation responses and representations regarding the impact on navigation have been carefully considered, particularly regarding the safety of

craft using this area of the Broad. One point of contention with the original application was the proximity of the moorings to the power boat racing exclusion zone, this being at a minimum of 11.2 metres. The amended proposed has increased this separation considerably to a minimum of 28.7 metres. This is considered to be sufficient to allow for the safe passage of vessels between the moorings and racing exclusion zone taking into account the various needs of different vessel types. It is further contended that users of water bodies react to the varying characteristics, so suitable safe distances for fellow users will respond to the specific conditions; rowers for example will be give sufficient space with regard to the existing moorings, and the same consequence will occur with regard to any new mooring.

- 6.29 There is sufficient space in Oulton Broad to allow for the safe use by a range of users, and the proposed moorings, even where they project for a short distance beyond the adjacent moorings, will not undermine this situation. It is noted that Navigation Committee have responded positively to the amendments made to this scheme having previously objected. In addition the proposal has the support of the Authority's Waterways and Recreation officers. It is considered that the overall use of the navigable area would remain unchanged by the introduction of the moorings, there would still be sufficient width within which to manoeuvre boats when the racing exclusion zone is in place, as such it is considered that the reduced area of navigation would not present a hazard to users. The proposal is therefore acceptable when considered against Policy SP13, DM31, and criterion (h) of Policy DM33 of the Local Plan for the Broads, and does not undermine the statutory purpose of the Broads Authority, namely protecting the interests of navigation.
- 6.30 Criterion (i) requires that there is provision for an adequate and appropriate range of services and ancillary facilities, or adequate access to local facilities in the vicinity. The proposed mooring pontoons are located at an existing marina which has a limited range of facilities, including electric hook-up facilities to all new moorings, and a slipway and pump out for all marina users and visitors. The site is within a reasonable walking distance of local shops and services, and the town of Lowestoft is close by with good transport links from near the site. It is therefore considered that the proposal is acceptable with regard to criterion (i) of Policy DM33 of the Local Plan for the Broads.
- 6.31 Criterion (j) requires that proposed development would not prejudice the current or future use of adjoining land or building. The proposed moorings are complementary to the existing use at the Broadlands Marina site and at the neighbouring sites to the east. It is therefore considered the proposed moorings would not prejudice surrounding uses. The area of land to the south and south-east of the site are marsh/reed areas with the area to the south-east being a designated site. The proposal would add value to the area to the south in terms of removing the existing mooring cuts and additional areas of reedbed creation. The situation regarding the designated sites has been covered under criterion (f) above, the conclusion being that the proposal will prejudice the use of this land. It is therefore considered that the proposal is acceptable with regard to criterion (j) of Policy DM33 of the Local Plan for the Broads.

- 6.32 Criterion (k) requires that the proposed development would not unacceptably impact on the amenity of adjoining residents. The proposed moorings are sited a minimum of 280 metres from properties on the northern shore of the Broad and a minimum of 190 metres from Ivy House Hotel to the south-west of the site, these distances are considered sufficient to protect the amenity of residents in either location. There are holiday chalets and caravans on the Broadland Holiday Village, a site within the applicant's ownership. Taking into account the existing uses at that site, including Broadland Marina, along with the separation between the existing site and the proposed mooring, it is considered that the proposal would not undermine the amenity of the users of the adjacent site. It is therefore considered that the proposal is acceptable with regard to criterion (k) of Policy DM33 of the Local Plan for the Broads.
- 6.33 Criterion (l) requires that the proposal would not result in the loss of moorings available for visitor/short stay use, and criterion (m) requires that the scheme provide, manage, maintain and advertise new short stay moorings. There are currently no visitor/short stay moorings and as such no loss as a result of the proposed scheme. The calculation for the number of new visitor/short stay moorings required is based on number of moorings proposed. In this case, taking into account the loss of existing moorings, the net gain of provision would be 16 moorings and the policy therefore requires the provision of a minimum of 2 permanent visitor moorings. The proposal includes 52.5 metres for visitor/short stay use and, this is considered to be in accordance with the policy requirement. It is therefore considered that the proposal is acceptable with regard to Policies SP11, SP14, and criteria (l) and (m) of Policy DM33 of the Local Plan for the Broads.
- 6.34 Criterion (n) requires that there is adequate provision for car parking, waste and sewage disposal, the prevention of pollution. A reasonable sized car park is provided for users of Broadlands Marina which would be sufficient for the increase proposed. The proposed moorings are part of this well established marina and would utilise existing infrastructure which includes adequate provision waste and sewage disposal. The applicants have outlined efforts to prevent pollution which are considered adequate to address the requirements of the policy. It is therefore considered that the proposal is acceptable with regard to criterion (n) of Policy DM33 of the Local Plan for the Broads.
- 6.35 Criterion (o) requires the provision of pump-out facilities. The proposal includes the re-instatement of the redundant pump-out facilities which the applicants contend were allowed to fall into disrepair by the previous site owners. The pump-out facilities are sited adjacent to the proposed visitor moorings. It is therefore considered that the proposal is acceptable with regard to criterion (o) of Policy DM33 of the Local Plan for the Broads.
- 6.36 Criterion (p) requires the provision of an appropriate range of ancillary facilities on site (for example potable water, wastewater pumpout, and electricity) unless there is access to local facilities within walking distance. Electrical hook up is proposed for all moorings, along with pump-out facilities as discussed under criterion (o) above. The existing marina has some ancillary

facilities, and as noted under criterion (i) above, the site is also within a reasonable walking distance of local shops and services. It is therefore considered that the proposal is acceptable with regard to criterion (p) of Policy DM33 of the Local Plan for the Broads.

- 6.37 The other issue to be considered is highway access. The poor access to the site along Marsh Road has been raised by objectors. Suffolk County Council as Highways Authority responded to the proposal stating that “The junction of Marsh Road with Bridge Road could be considered to be sub-standard but a study of mapped Stats19 data indicates that this junction is not a injury collision cluster site. An additional 28 moorings are not likely to intensify the use of the junction to any level that would be likely to have an unacceptable impact on highway safety”. With this assessment in mind the proposal is considered to be acceptable in terms of highway safety with regard to Policy DM23 of the Local Plan for the Broads.

## **7 Conclusion**

- 7.1 The proposed extension of the existing marina to provide floating pontoons for private moorings and provision of visitor moorings, pump out facilities and a slipway as part of the Broadlands Marina site, following submitted revisions to reduce the size of the new mooring area and its protrusion into Oulton Broad, is considered to be appropriately located, would not result in an unacceptable reduction in the navigable Broad, would not have an unacceptable impact on landscape appearance and character, and would not be detrimental to the adjacent designated sites. Consequently the application is considered to be acceptable with regard to Policies SP6, SP7, SP11, SP13, SP14, DM16, DM23, DM31, and DM33 of the Local Plan for the Broads (2019) and the National Planning Policy Framework (2018) which is a material consideration in the determination of this application.

## **8 Recommendation**

Approve subject to conditions

- i. Standard time limit;
- ii. In accordance with submitted plans and documents;
- iii. Details of pontoons and safety features.
- iv. In accordance with Method Statement and Specifications;
- v. In accordance with Ecological Mitigation, Enhancements and Management Plan, and Ecological Appraisal;
- vi. Breeding nesting season - survey required before commencement;
- vii. Reedbed creation timing;
- viii. Removal of piling/quayheading and mooring posts to open water moorings;
- ix. Submission of evidence that all remnant piling has been removed;
- x. No mooring on areas shown on relevant plan;
- xi. Moorings use as prescribed; and
- xii. Details of signage for visitor moorings and services.

## Informatives

- i. Environmental Permit;
- ii. Works Licence.

## 9 Reason for Recommendation

- 9.1 The proposal is considered to be in accordance with Policies SP6, SP7, SP11, SP13, SP14, DM16, DM23, DM31, and DM33 of the Local Plan for the Broads (2019) and the National Planning Policy Framework which is a material consideration in the determination of this application.

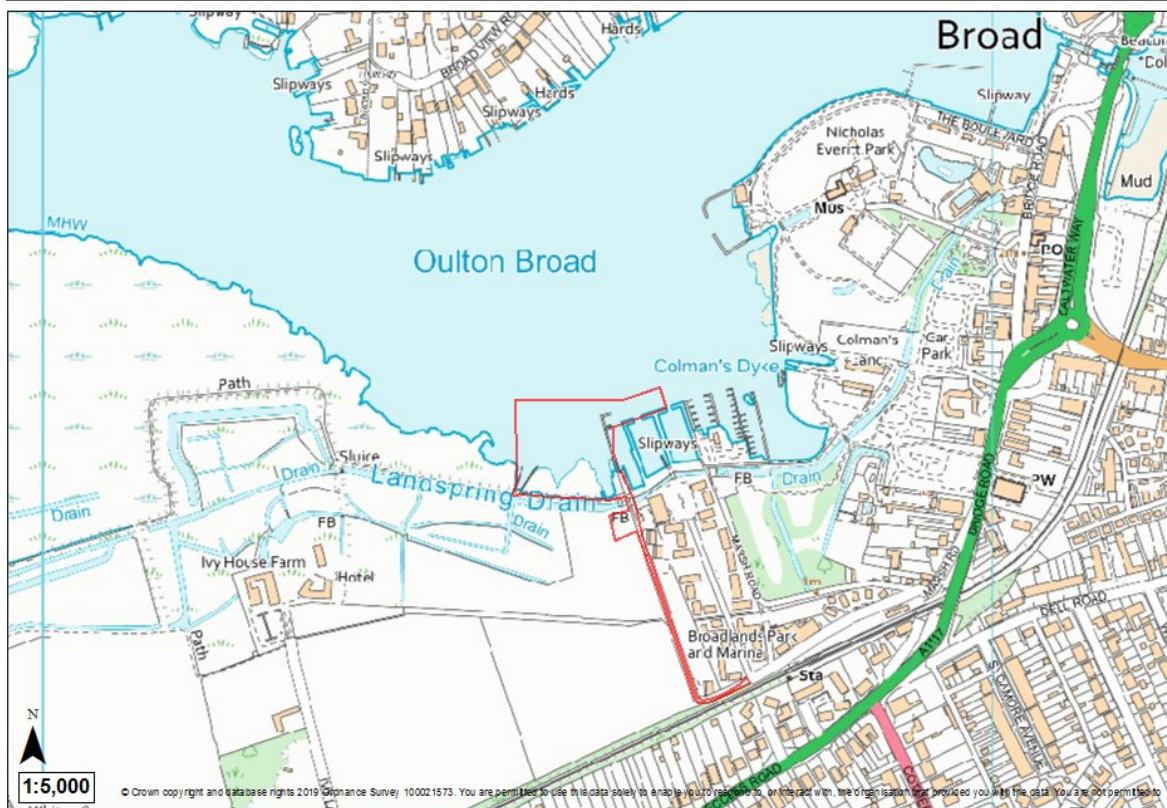
List of Appendices: Location Plan

Background papers: Application File BA/2018/0149/FUL

Author: Nigel Catherall

Date of Report: 05 July 2019

BA/2018/0149/FUL Broadlands Marina



**Enforcement Update**  
Report by Head of Planning

**Summary:** This table shows the monthly updates on enforcement matters.  
**Recommendation:** That the report be noted.

**1 Introduction**

1.1 This table shows the monthly update report on enforcement matters.

Committee Date	Location	Infringement	Action taken and current situation
31 March 2017  26 May 2017	Former Marina Keys, Great Yarmouth	Untidy land and buildings	<ul style="list-style-type: none"> <li>• Authority granted to serve Section 215 Notices</li> <li>• First warning letter sent 13 April 2017 with compliance date of 9 May.</li> <li>• Some improvements made, but further works required by 15 June 2017. Regular monitoring of the site to be continued.</li> <li>• Monitoring</li> <li>• Further vandalism and deterioration.</li> <li>• Site being monitored and discussions with landowner</li> <li>• Landowner proposals unacceptable. Further deadline given.</li> <li>• Case under review</li> <li>• Negotiations underway</li> <li>• Planning Application under consideration</li> </ul>

Committee Date	Location	Infringement	Action taken and current situation
			<ul style="list-style-type: none"> <li>• Planning application withdrawn and negotiations underway regarding re-submission</li> <li>• Works undertaken to improve appearance of building</li> <li>• Revised planning application submitted 1 April 2019</li> <li>• <b>Revised Application on Agenda for 19 July 2019</b></li> </ul>
14 September 2018	Land at the Beauchamp Arms Public House, Ferry Road, Carleton St Peter	Unauthorised static caravans	<ul style="list-style-type: none"> <li>• Authority given to serve an Enforcement Notice requiring the removal of unauthorised static caravans on land at the Beauchamp Arms Public House should there be a breach of planning control and it be necessary, reasonable and expedient to do so.</li> <li>• Site being monitored</li> <li>• Planning Contravention Notices served</li> </ul>

## 2 Financial Implications

2.1 Financial implications of pursuing individual cases are reported on a site by site basis.

Background papers: BA Enforcement files

Author: Cally Smith

Date of report: 2 July 2019

Appendices: Nil

**Local Development Scheme**  
Report by Planning Policy Officer

**Summary:** The Local Development Scheme (LDS) sets out the time for the production of the Local Plan as well as other related documents.

**Recommendation:**  
That the Local Development Scheme be endorsed

**1. Introduction**

- 1.1 The Local Development Scheme (LDS) sets out the time for the production of the Local Plan as well as other related documents.
- 1.2 It is a requirement of the Planning and Compulsory Purchase Act (2014) (as amended)<sup>1</sup>. The NPPG<sup>2</sup> says:

A Local Development Scheme is required under section 15 of the Planning and Compulsory Purchase Act 2004 (as amended). This must specify (among other matters) the development plan documents (i.e. local plans) which, when prepared, will comprise part of the development plan for the area. Local planning authorities are encouraged to include details of other documents which form (or will form) part of the development plan for the area, such as Neighbourhood Plans. The Local Development Scheme must be made available publicly and kept up-to-date. It is important that local communities and interested parties can keep track of progress. Local planning authorities should publish their Local Development Scheme on their website.

- 1.3 Local Development Schemes must also be produced in compliance with any data standard for this purpose published by MHCLG. Up-to-date and accessible reporting on the Local Development Scheme in an Authority's Monitoring Report is an important way in which authorities can keep communities informed of plan making activity.
- 1.4 Local planning authorities must publicise and keep up-to-date their timetable for producing their local plan. This information is contained within a Local Development Scheme, which local planning authorities should publish on their website and must keep up-to-date. Local Development Schemes must also be produced in compliance with any data standard for this purpose published by MHCLG. Up-to-date and accessible reporting on the Local Development Scheme in an Authority's Monitoring Report is an important way in which

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<sup>1</sup> <http://www.legislation.gov.uk/ukpga/2004/5/section/15>

<sup>2</sup> <https://www.gov.uk/guidance/plan-making>

authorities can keep communities informed of plan making activity.

## **2. Local Development Scheme for the Broads**

- 2.1 As the Authority has just adopted its Local Plan, the LDS does not contain much detail about reviewing the Local Plan at this stage. It simply gives an indication of when work will start on reviewing the Local Plan. This is around 18 months after adoption of the Local Plan.
- 2.2 The early stages of the production of the Local Plan for the Broads were aligned with the production of the Broads Plan, which is the Management Plan for the Broads. The LDS shows that the Local Plan will start to be reviewed slightly before the Broads Plan is reviewed. But as the time to produce a Local Plan is much longer than that to produce the Broads Plan, this staggering of the start of reviewing both documents is acceptable.
- 2.3 The Statement of Community Involvement (SCI) is one of the first documents that will be reviewed and amended and the timeline is set out in the LDS. This needs to be reviewed every five years. The LDS shows that it will be adopted early 2020 and that is because, even though it is not a requirement, the Authority tends to consult on the SCI.
- 2.4 The other documents listed on the LDS are Supplementary Planning Documents or Guides. These are intended to help in the interpretation and application of policies of the Local Plan for the Broads. The Local Plan refers to their production. The timeline allows for consultation and referring back to Planning Committee and then Full Authority for adoption.
- 2.5 Work has started on producing the guides and the timeline, at this stage, is one that should be able to be met. However, if there is to be a slip in the timeline, Planning Committee will be kept informed and the LDS will be updated.

## **3. Financial implications**

- 3.1 Producing the documents will take officer time. The Local Plan, when it is reviewed, will require evidence to justify and look into policy approaches but that will be budgeted for.

Background papers: None

Author: Natalie Beal

Date of report: 21 June 2019

Appendices: Local Development Scheme

Broads Authority Local Development Scheme - July 2019

APPENDIX A

SCI	Production	Completed?	Jun-19	Jul-19	Aug-19	Sep-19	Oct-19	Nov-19	Dec-19	Jan-20	Feb-20	Mar-20	Apr-20	May-20	Jun-20	Jul-20	Aug-20	Sep-20	Oct-20	Nov-20	Dec-20	Jan-21	Feb-21	Mar-21	Apr-21	May-21	Jun-21	Jul-21	Aug-21	Sep-21	Oct-21	Nov-21	Dec-21	Jan-22	Feb-22	Mar-22	Apr-22	May-22	Jun-22	Jul-22	Aug-22	Sep-22	Oct-22	Nov-22	Dec-22
	Planning Committee					13																																							
	Full Authority					27																																							
	Consultation																																												
	Refinement																																												
	Planning Committee									10																																			
	Full Authority/Adoption									31																																			

Flood Risk, Safety by the Water and Marketing and Viability Guide/SPD	Production	Completed?	Jun-19	Jul-19	Aug-19	Sep-19	Oct-19	Nov-19	Dec-19	Jan-20	Feb-20	Mar-20	Apr-20	May-20	Jun-20	Jul-20	Aug-20	Sep-20	Oct-20	Nov-20	Dec-20	Jan-21	Feb-21	Mar-21	Apr-21	May-21	Jun-21	Jul-21	Aug-21	Sep-21	Oct-21	Nov-21	Dec-21	Jan-22	Feb-22	Mar-22	Apr-22	May-22	Jun-22	Jul-22	Aug-22	Sep-22	Oct-22	Nov-22	Dec-22
	Planning Committee					13																																							
	Full Authority					27																																							
	Consultation																																												
	Assessing responses/Amendment																																												
	Planning Committee									10																																			
	Full Authority/Adoption									31																																			

Residential moorings, light archaeology, light pollution and peat guide/SPD	Production	Completed?	Jun-19	Jul-19	Aug-19	Sep-19	Oct-19	Nov-19	Dec-19	Jan-20	Feb-20	Mar-20	Apr-20	May-20	Jun-20	Jul-20	Aug-20	Sep-20	Oct-20	Nov-20	Dec-20	Jan-21	Feb-21	Mar-21	Apr-21	May-21	Jun-21	Jul-21	Aug-21	Sep-21	Oct-21	Nov-21	Dec-21	Jan-22	Feb-22	Mar-22	Apr-22	May-22	Jun-22	Jul-22	Aug-22	Sep-22	Oct-22	Nov-22	Dec-22
	Navigation Committee (water safety guide)						31																																						
	Planning Committee									10																																			
	Full Authority									31																																			
	Consultation																																												
	Assessing responses/Amendment																																												
	Planning Committee													1																															
	Full Authority/Adoption													22																															

Local Plan	Review of Local Plan	Completed?	Jun-19	Jul-19	Aug-19	Sep-19	Oct-19	Nov-19	Dec-19	Jan-20	Feb-20	Mar-20	Apr-20	May-20	Jun-20	Jul-20	Aug-20	Sep-20	Oct-20	Nov-20	Dec-20	Jan-21	Feb-21	Mar-21	Apr-21	May-21	Jun-21	Jul-21	Aug-21	Sep-21	Oct-21	Nov-21	Dec-21	Jan-22	Feb-22	Mar-22	Apr-22	May-22	Jun-22	Jul-22	Aug-22	Sep-22	Oct-22	Nov-22	Dec-22
	Internal review sessions																																												
	Project planning																																												

Broads Plan	Review of Broads Plan	Completed?	Jun-19	Jul-19	Aug-19	Sep-19	Oct-19	Nov-19	Dec-19	Jan-20	Feb-20	Mar-20	Apr-20	May-20	Jun-20	Jul-20	Aug-20	Sep-20	Oct-20	Nov-20	Dec-20	Jan-21	Feb-21	Mar-21	Apr-21	May-21	Jun-21	Jul-21	Aug-21	Sep-21	Oct-21	Nov-21	Dec-21	Jan-22	Feb-22	Mar-22	Apr-22	May-22	Jun-22	Jul-22	Aug-22	Sep-22	Oct-22	Nov-22	Dec-22
	Internal review sessions																																												
	Project planning																																												

Preparation

Committee

Consultation

Adoption

**Consultation Documents Update and Proposed Responses**  
Report by Planning Policy Officer

**Summary:**

This report informs the Committee of the Officers' proposed response to planning policy consultations recently received, and invites any comments or guidance the Committee may have.

**Recommendation:**

That the report be noted and the nature of proposed response be endorsed.

**1 Introduction**

- 1.1 Appendix 1 shows selected planning policy consultation documents received by the Authority since the last Planning Committee meeting, together with the officer's proposed response.
- 1.2 The Committee's endorsement, comments or guidance are invited.

**2 Financial Implications**

- 2.1 There are no financial implications.

Background papers: None

Author: Natalie Beal  
Date of report: 2 July 2019

Appendices: APPENDIX 1 – Schedule of Planning Policy Consultations received

## APPENDIX 1

### Planning Policy Consultations Received

<b>ORGANISATION:</b>	Beccles Town Council
<b>DOCUMENT:</b>	Draft Beccles Neighbourhood Plan
<b>LINK</b>	<a href="http://www.becclesplan.com/PDF/Plan/19.05.13%20-%20Beccles%20NP%20-%20Pre-Submission%20Consultation%20draft.pdf">http://www.becclesplan.com/PDF/Plan/19.05.13%20-%20Beccles%20NP%20-%20Pre-Submission%20Consultation%20draft.pdf</a>
<b>DUE DATE:</b>	12:00 noon on Friday 19 July 2019
<b>STATUS:</b>	Pre-submission consultation
<b>PROPOSED LEVEL:</b>	Planning Committee Endorsed
<b>NOTES:</b>	<p>This document represents the Neighbourhood Plan for the town of Beccles for the period 2018 to 2036. The Plan contains a vision for the future of Beccles and sets out clear planning policies to realise this vision.</p> <p>The area was designated in June 2015.</p> <p>The principal purpose of the Neighbourhood Plan is to guide development within the town. It also provides guidance to anyone wishing to submit a planning application for development within the town. The process of producing a plan has sought to involve the community as widely as possible. The different topic areas are reflective of matters that are of considerable importance to Beccles, its residents, businesses and community groups.</p>
<b>PROPOSED RESPONSE:</b>	<ul style="list-style-type: none"> <li>• 1.5, second bullet point – the Local Plan for the Broads was adopted 17 May 2019.</li> <li>• Figure 1.1 is not very easy to understand in black and white.</li> <li>• 2.6 – does the map reflect Beccles' standing in the county or country?</li> <li>• 2.7 – are the good links to Lowestoft and Norwich by car only?</li> <li>• 2.9 – sentence about parking. Does this mean to say that the cost of parking is too high?</li> <li>• 2.9 – last sentence – does it feel unsafe or are there statistics that shows it is actually unsafe?</li> <li>• Figure 2.2 – the NP and Parish boundary are the same – you could just show the Parish Boundary.</li> <li>• 2.21 – it seems that half of the site is in Beccles.</li> <li>• 2.23 – what does 'respect the parish boundaries' mean?</li> <li>• Page 17, vision – is the skate park there already? Do you mean you will have a new one?</li> <li>• BECC1, a – do you mean to say 'The community centre <b>needs to</b> provide a flexible...'?</li> <li>• BECC1, c – when you say 'vehicle' do you mean 'delivery vehicle'? It might be clearer if you said that.</li> <li>• BECC2, c – bring into use as what? Anything at all? Housing?</li> <li>• 4.15 – suggest you delete 'Norfolk' and just call it 'the Broads'</li> </ul>

	<ul style="list-style-type: none"> <li>• 4.18 – ‘permanent stage’ – do you mean for entertainment and music? Is there a temporary one now?</li> <li>• 4.19 – do you mean ‘the <u>better</u> use of land’?</li> <li>• 4.20 – is it worth quoting what we say about the Quay in the Local Plan for the Broads?</li> <li>• 4.22 – what are ‘specified’ moorings? Are these visitor moorings, perhaps 24 hour? Free or to pay?</li> <li>• BECC3, a – I am a bit confused by ‘not worsen environmental degradation’. We tend to use wording like ‘protect and where appropriate, enhance’.</li> <li>• Page 29 – is this policy or descriptive text? Should the key points be part of BECC5?</li> <li>• BECC6, A – text says ‘should’. This is quite a weak term. You may want to consider ‘shall’, ‘will need to’, ‘must’.</li> <li>• Page 36 and 37 – does the project of having an hour free parking go against what is listed in 5.9?</li> <li>• Figure 5.3 – Are Morrisons, the Lido, the Quay also destinations?</li> <li>• Page 37 – 5.9, bullet 3 – do you mean ‘to walk’?</li> <li>• 5.12 – does the use of ‘where possible’ weaken the message of 5.12 considering what is set out in 5.9?</li> <li>• BECC7, d – what kind of impacts are ‘unacceptable’ and what is acceptable?</li> <li>• Page 43, top – good range of shops and facilities – phrase repeated in 6.1 and 6.3?</li> <li>• 6.5 – our policy, DM51, relates to retail and could be referenced here. Also, last sentence, what other uses?</li> <li>• BECC8, A, bullet 1: do you want to refer to the guidance in Waveney’s Local Plan?</li> <li>• Page 48, last para – we also have a standard for M4(2) – 20% of schemes over 5 dwellings.</li> <li>• BECC10, a – ‘positive impacts on <del>the</del> Beccles’</li> <li>• Page 52 – we also have a policy on energy – pg 64 of our Local Plan</li> <li>• BECC12 – does this apply to replacements and extensions?</li> <li>• Page 52 – the community actions at the bottom are called ‘health and wellbeing’; is that right?</li> </ul>
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**Appeals to the Secretary of State: Update**  
Report by Administrative Officer

**Summary:** This report sets out the update regarding appeals against the Authority since January 2019.

**Recommendation:** That the report be noted.

**1 Introduction**

- 1.1 The attached schedule at Appendix 1 shows the update of the position on appeals to the Secretary of State against the Authority since January 2019.

**2 Financial Implications**

- 2.1 There are no financial implications.

Background papers: BA appeal and application files

Author: Sandra A Beckett/Cally Smith  
Date of report 02 July 2019

Appendices: APPENDIX 1 – Schedule of Outstanding Appeals to the Secretary of State since January 2018

# APPENDIX 1

## Schedule of Appeals to the Secretary of State received since January 2019

Start Date of Appeal	Location	Nature of Appeal/ Description of Development	Decision and Date
Appeal received by BA on 11 January 2019  Start Date 11 March 2019	<b>APP/E9505/W/19/3220113</b> BA/2018/0259/OUT  Nursery View Burghwood Road Ormesby Great Yarmouth  Mrs Gillian Miller	Appeal against refusal of planning permission:  Erect 4 no. detached dwellings of 1.5 storeys high, with garages and access.	Delegated Decision on 3 October 2018  Notification letters by 18 March 2019  Statement sent by 15 April 2019
Appeal submitted 27 January 2019  Start Date 10 July 2019	<b>APP/E9505/D/19/3221263</b> BA/2018/0364/COND  Riversdale Cottage The Shoal Irstead  Mr Andrew Lodge	Appeal against refusal to remove planning condition	Committee Decision on 9 November 2018  Notification Letters to be sent by 17 July 2019
Appeal submitted 1 April 2019  Start Date 29 April 2019	<b>APP/E9505/W/19/3225873</b> BA/2018/0213/FUL  Black Horse Point 18 Bureside Estate Horning NR12 8JP  Mr Nicholas Watmough	Appeal against refusal of planning permission:  Erection of replacement dwelling	Delegated Decision on 12 October 2018  Notification letters by 6 May 2019  Statement sent by 3 June 2019  Site visit 15 July 2019
Appeal submitted 17 April 2019  Start Date 1 May 2019	<b>APP/E9505/W/19/3226955</b> BA/2018/0303/FUL  Waterside, Riverside, Beccles Road, St Olaves  Mr Grant Hardy	Appeal against refusal of planning permission:  Erection of dwelling	Delegated Decision on 20 December 2018  Notification letters by 8 May 2019  Statement sent by 5 June 2019  Site visit 15 July 2019

## Decisions made by Officers under Delegated Powers

Report by Head of Planning

**Broads Authority  
Planning Committee**

19 July 2019

Agenda Item No.13

Summary:	This report sets out the delegated decisions made by officers on planning applications from 14 June 2019	to 05 July 2019
Recommendation:	That the report be noted.	

Application	Site	Applicant	Proposal	Decision
<b>Beccles Town Council -</b>				
<b>BA/2019/0182/HOUSEH</b>	<b>Middle Cottage 14 Puddingmoor Beccles Suffolk NR34 9PL</b>	<b>Mr David Manning</b>	<b>Replace window with a door</b>	<b>Approve Subject to Conditions</b>
<b>Burgh Castle Parish Council</b>				
<b>BA/2019/0090/HOUSEH</b>	<b>Bishy Barneybee Back Lane Burgh Castle Norfolk NR31 9QJ</b>	<b>Mr P Cleveland</b>	<b>Extension to side of house</b>	<b>Refuse</b>
<b>Coltishall Parish Council -</b>				
<b>BA/2019/0091/FUL &amp; BA/2019/0092/LBC</b>	<b>Anchor Moorings 20 Anchor Street Coltishall Norwich Norfolk NR12 7AQ</b>	<b>Mrs Francesca Howard</b>	<b>Convert outbuilding to toilet &amp; showers use</b>	<b>Approve Subject to Conditions</b>
<b>Halvergate Parish Council</b>				
<b>BA/2019/0044/FUL</b>	<b>Lawn Bungalow Tunstall Road Halvergate Great Yarmouth NR13 3FD</b>	<b>Mr &amp; Mrs R More</b>	<b>Replacement bungalow &amp; garage with associated works</b>	<b>Approve Subject to Conditions</b>

Application	Site	Applicant	Proposal	Decision
<b>Hoveton Parish Council -</b>				
<b>BA/2019/0131/HOUSEH</b>	<b>The Wilderness Meadow Drive Hoveton NR12 8UN</b>	<b>Ms S Myhra</b>	<b>Proposed dinghy store</b>	<b>Approve Subject to Conditions</b>
<b>Martham Parish Council</b>				
<b>BA/2018/0227/FUL</b>	<b>Land Adjacent To Martham Pits Ferrygate Lane Martham Norfolk</b>	<b>Mr H Alston</b>	<b>Change of use of land to accommodate a campsite, associated toilet and shower block and parking area.</b>	<b>Approve Subject to Conditions</b>
<b>Mettingham Parish Council -</b>				
<b>BA/2019/0176/HOUSEH</b>	<b>Willow Cottage Low Road Mettingham NR35 1TS</b>	<b>Mr &amp; Mrs Stewart</b>	<b>Replacement conservatory</b>	<b>Approve Subject to Conditions</b>
<b>Oulton Broad Parish Council -</b>				
<b>BA/2019/0172/ADV</b>	<b>Study Centre Burnt Hill Lane Carlton Colville Suffolk NR33 8HU</b>	<b>Mr Steve Aylward</b>	<b>Hoarding type full colour sign dimensions 1.2m x 2.4m on grey metal legs top edge being 2.5m high</b>	<b>Approve Subject to Conditions</b>
<b>BA/2019/0138/HOUSEH</b>	<b>Gunton Lodge Broadview Road Lowestoft Suffolk NR32 3PL</b>	<b>Mr N Hannant</b>	<b>Second floor balcony</b>	<b>Refuse</b>
<b>Repps With Bastwick Parish Council</b>				
<b>BA/2019/0169/HOUSEH</b>	<b>1 Tower Road Bastwick Repps With Bastwick Norfolk NR29 5JW</b>	<b>Mr &amp; Mrs D Bird</b>	<b>Conversion of garage/porch to habitable space and re-profiling of existing single storey rear extension</b>	<b>Approve Subject to Conditions</b>
<b>Strumpshaw Parish Council</b>				
<b>BA/2019/0160/FUL</b>	<b>Strumpshaw Level Crossing Station Road Strumpshaw NR13 4HP</b>	<b>Network Rail Infrastructure Limited</b>	<b>Upgrade signalling to a Manually Controlled Barrier with Close Circuit Television (MCBCCTV) and other associated works.</b>	<b>Approve Subject to Conditions</b>