

## **Application for Determination**

**Parishes:** Potter Heigham

**Reference:** BA/2011/0384/FUL Target Date: 27/01/12

**Location:** Herbert Woods Boatyard, Broad Haven, Bridge Road, Potter Heigham

**Proposal:** Replacement vehicle barriers to existing entrances

**Applicant:** Herbert Woods

**Reason for referral:** Applicant is a member of the Navigation Committee

**Recommendation:** Approve with conditions.

### **1 Description of site and proposals**

- 1.1 The Herbert Woods site is a large boatyard situated at the heart of the Potter Heigham Staithe settlement. The site lies adjacent to the River Thurne and is situated to the east of the large surface car park owned and operated by Lathams.
- 1.2 The site incorporates a significant boat hire business, holiday cottages, a number of large boatsheds, and a boat sales business.
- 1.3 The Herbert Woods site totals approximately 5.8 hectares and is accessed from land via two separate entrances. The first entrance gives access to the boat hire operation, boat sales office and the larger boatsheds; this is the main entrance to the site and is accessed from the private Latham car park to the north-west. The second entrance gives access to the holiday cottages at the northern end of the site and opens onto Bridge Road, part of the public highway.
- 1.4 Access to the site from these entrance points is currently controlled by manually operated metal barrier gates. The proposal here is for the replacement of these existing barriers with a new, automatic system.
- 1.5 At the main entrance this proposed new system would comprise two barriers controlling the flow over traffic into and out of the boatyard site. These two lanes of traffic would be separated at the barriers by a series of bollards and a set of traffic lights, both of which would be protected by a central area of raised kerbing (kerbing to be approximately 15cm high).

- 1.6 The proposed new barrier at the northern end of the site would be a simple, automatically controlled barrier.
- 1.7 All barriers would sit at 1.35m high when closed and the proposed traffic light would measure 1.60m high. The barriers would comprise a simple metal bar which rests on a bar support on one end with the other end rotating to raise the bar and allow passage underneath. All existing barriers would be removed. The barriers would not impede any public right of way.

## **2 Site History**

In 2011 retrospective consent was granted for the erection of 6 flagpoles.

In 2010 consent was granted for the replacement of quay heading with boardwalk (BA/2010/0430/FUL).

In 2008 consent was granted for quay heading repairs at Potter (BA/2008/0246/FUL).

In 2008 planning permission was granted for the change of use from ships chandlers to tea room/gift shop and tourist information centre with erection of associated balcony. (BA/2008/0050/CU).

## **3 Consultation**

*Potter Heigham Parish Council* – No response received.

*Broads Society* – We have no objection to this proposal, although we do wonder if there is justifiable need for so many flagpoles.

*District Member* – No response received.

## **4 Representations**

None.

## **5 Policy**

### **5.1 Adopted Broads Development Management DPD (2011)**

#### *DP4 - Design*

All development will be expected to be of a high design quality. Development should integrate effectively with its surroundings, reinforce local distinctiveness and landscape character and preserve or enhance cultural heritage. Innovative designs will be encouraged where appropriate.

Proposals will be assessed to ensure they effectively address the following matters:

- (a) **Siting and layout:** The siting and layout of a development must reflect the characteristics of the site in terms of its appearance and function.
- (b) **Relationship to surroundings and to other development:** Development proposals must complement the character of the local area and reinforce the distinctiveness of the wider Broads setting. In particular, development should respond to surrounding buildings and the distinctive features or qualities that contribute to the landscape, streetscape and waterscape quality of the local area. Design should also promote permeability and accessibility by making places connect with each other and ensure ease of movement between homes, jobs and services.
- (c) **Mix of uses:** To create vitality and interest, proposals should incorporate a mix of uses where possible and appropriate.
- (d) **Density, scale, form and massing:** The density, scale, form, massing and height of a development must be appropriate to the local context of the site and to the surrounding landscape/streetscape/waterscape character.
- (e) **Appropriate facilities:** Development should incorporate appropriate waste management and storage facilities, provision for the storage of bicycles, connection to virtual communication networks and, if feasible, off-site provision for a bus shelter and/or a bus service serving the development.
- (f) **Detailed design and materials:** The detailing and materials of a building must be of high quality and appropriate to its context. New development should employ sustainable materials, building techniques and technology where appropriate.
- (g) **Crime prevention:** The design and layout of development should be safe and secure, with natural surveillance. Measures to reduce the risk of crime and anti-social behaviour must however not be at the expense of overall design quality.
- (h) **Adaptability:** Developments should be capable of adapting to changing circumstances, in terms of occupiers, use and climate change (including change in water level). In particular, dwelling houses should be able to adapt to changing family circumstances or ageing of the occupier and commercial premises should be able to respond to changes in industry or the economic base.
- (i) **Flood Risk and Resilience:** Development should be designed to reduce flood risk but still be of a scale and design appropriate to its Broads setting. Traditional or innovative approaches may be employed to reduce the risks and effects of flooding.
- (j) **Biodiversity:** The design and layout of development should aim to maintain, and enhance, restore or add to biodiversity.

## **6 Assessment**

- 6.1 This application seeks consent for the erection of new vehicle access barriers at the Herbert Woods site.
- 6.2 In terms of assessment the primary consideration in this application is the design of the proposed new entrance barriers and their impact on the character of Potter Heigham Staithe.
- 6.3 The vehicle entrances are situated at the front of a large commercial boatyard site which is the centre for a significant hire fleet and associated tourism related operations. The land immediately surrounding the two entrance points is characterised by relatively large scale development including the large Fairmile boatshed, other dry boatsheds and the Herbert Woods Tower all of which are substantial buildings and are largely industrial in character and use.
- 6.4 In terms of visual impact, the proposed barriers and traffic light would be visually contained within the site, with the barrier on the northern edge set back from the public highway by approximately 20m and the other barrier being accessed via the large surface car park owned and operated by the neighbouring Lathams Store. This siting helps associate the proposed development with the boatyard and would therefore limit the visual impact of the proposal.
- 6.5 The proposed traffic light at the main entrance to the site would, by its very nature, be a noticeable feature and one which is not readily associated with village staithes such as that at Potter Heigham. The light is required to prevent instances of tail-gating on the main entrance to the site and the kerbing surrounding the light and barrier is designed to channel traffic through the entrance.
- 6.6 Both the proposed kerbing and the traffic light have the potential to lend a municipal feel to what is a waterside site located in the countryside. However, it is the case that the boatyard have provided an operational justification for the light and kerbing and the development would seen against the back drop of the industrial boatyard site. At 1.6m high the traffic light is relatively modest and would not be a significant feature in the landscape. To further limit the visual impact of the light the applicant has indicated that use of the lights would be limited to office hours. It is within these hours that traffic levels within the site are highest and the need for the traffic light is most acute. At quieter times when the office is shut the lights would be switched off, with this operation controlled by an automatic timer. It is considered that these terms of operation could be secured by condition.
- 6.7 In this context and having regard to the commercial nature of the site, the proposed new access barriers, traffic light and kerbing are not considered to be inappropriate in design and appearance and it is not

considered that they would have any detrimental impact on the character of the staithe or the appearance of the boat yard site.

- 6.8 It is further noted that the proposed new barriers and traffic light would formalise the existing access arrangements to the yard and that the development would have associated health and safety and site management benefits for the operators of the site.
- 6.9 Given this appropriate design and siting, and having regards to the operational benefits for the boat yard associated with the proposed development, the application is considered to be in accordance with Policy DP4 of the DM DPD and there are no objections to this application.

## **7 Conclusion**

- 7.1 This application seeks consent for the erection of new vehicle control barriers to replace those currently on the site. The proposed replacement barriers would be in the same location as the existing and would control access to the Herbert Woods Boatyard site. The proposed barriers are considered to be of a suitable design, siting and scale and, consequently the application is considered to be in accordance with Broads DM DPD Policy DP4.

## **8 Recommendation**

Approve, subject to conditions:

- (i) Standard time limit.
- (ii) In accordance with approved plan.
- (iii) Use of traffic lights restricted to Herbert Woods Office opening hours.

## **9 Reasons for Approval**

This application seeks consent for the erection of new vehicle control barriers to replace those currently on the site. The proposed replacement barriers would be in the same location as the existing and would control access to the Herbert Woods Boatyard site. The proposed barriers are considered to be of a suitable design, siting and scale and, consequently the application is considered to be in accordance with Broads DM DPD Policy DP4.

Background Papers: Application File BA/2011/0384/FUL  
Author: Fergus Bootman  
Date: 12 December 2011  
Appendices: Location Plan

BA/2011/0384/FUL - Herbert Woods Yard, Bridge Road, Potter Heigham  
Replacement vehicle barriers to existing entrances

