

Application for Determination

Parish	Wroxham
Reference	BA/2012/0048/FUL Target date 3 April 2012
Location	Broads Tours Ltd., Norwich Road, Wroxham
Proposal	Demolition of both existing wet shed and small shed , re-alignment of quay heading and creation of small land area for re-location of existing shed
Applicant	Mr Paul Greasley
Recommendation	Approve subject to conditions
Reason for referral to Committee	Applicant is a member of the Navigation Committee

1 Description of Site and Proposals

- 1.1 The application site is situated on the southern side of Norwich Road, Wroxham on the approach to Wroxham Bridge and the commercial centre of Wroxham and Hoveton. The application concerns part of the Norfolk Broads Direct/Broads Tours site which consists of large mooring basins, boatsheds and facilities supporting the hire boat and trip boat operations.
- 1.2 Within the site, opposite the vehicular entrance from Norwich Road, there is an open-sided wet boatshed in the northwest corner of a large mooring basin. To the immediate east of this stand two small storage sheds, one small and one larger, beyond which is a pay and display visitor car park. The boatshed measures approximately 13 metres by 19 metres and has a dual-pitched corrugated sheet roof supported on timber posts. The line of the mooring basin varies here, with the two storage sheds standing on what is effectively a small peninsular of land extending to the south, and the wet dock beneath the boatshed extends further to the north.
- 1.3 Permission is sought for the demolition of this wet boatshed and small storage shed, the realignment of the quayheading and creation of a small land area for the re-location of the larger storage shed.
- 1.4 The wet boatshed is in a poor state of repair and is showing visible signs of deterioration. The proposal is therefore to demolish this and remove the smaller of the two storage sheds which is no longer required.

- 1.5 The peninsular of land which the sheds stand on is proposed to be removed. This measures approximately 9 metres by 10 metres and would create approximately 200 cubic metres additional capacity in the basin. That part of the dock which is currently beneath the wet shed and extends to the north of the basin is proposed to be in-filled, resulting in a loss of approximately 175 cubic metres of floodplain storage capacity in the basin. This area is proposed to be used to create five additional car parking spaces.
- 1.6 In addition to the above, an area measuring 4 metres by 7 metres is proposed to be created in the northwest corner of the re-configured basin to accommodate the re-located larger storage shed. This would result in the further loss of approximately 45 cubic metres of capacity in the basin. The re-located shed would continue to be used for storage and would also accommodate a smaller, more modern fuel tank and pumps than those currently accommodated by the small shed which is proposed to be removed.
- 1.7 The new quayheading is proposed to be completed with steel piles and timber capping and waling. The in-filled areas will be surfaced with concrete or tarmac to match the existing.

2 Site History

In 2001 planning permission was granted for the demolition of an existing wet boatshed and the erection of a new boat house with sail loft over and associated facilities (BA/2001/4070/HISTAP).

In 2005 planning permission was granted for the demolition of a wet boatshed, toilets and engineering workshop and for the extension of an existing building for new toilets and under cover waiting area for charter boats (BA/2005/3763/HISTAP).

In 2008 planning permission was granted for the erection of a canopy (proposed) and a small shed for pumping equipment (retrospective) (BA/2008/0395/FUL).

In 2010 planning permission was granted for the re-alignment of quay heading, demolition of two wet boat sheds and associated works (BA/2010/0011/FUL).

In 2010 planning permission was granted for the re-cladding of an existing boatshed building (to remove asbestos) and associated works (BA/2010/0175/FUL).

In 2011 planning permission was granted for the replacement of a wet boathouse with cruiser hire reception and storage in roof space with replacement and new quayheading (BA/2011/0085/FUL).

3 Consultation

Broads Society – I am pleased to advise you that we have no objections to this proposal. It represents a welcome further tidying up of the site.

Parish Council – To be reported orally.

District Member – To be reported orally.

Environment Agency – To be reported orally.

4 Representations

To be reported orally.

5 Policies

5.1 Broads Core Strategy adopted September 2007

[Core Strategy \(Adopted Sept 2007\).pdf](#)

CS1 – Landscape.

5.2 Development Management Policies DPD adopted November 2011

[DMP DPD - Adoption version.pdf](#)

DP4 - Design

DP13 – Bank Protection

DP20 – Development on Waterside Sites in Commercial Use, including Boatyards

DP29 – Development on Sites with a High Probability of Flooding.

6 Assessment

6.1 The application proposes modifications at an existing boatyard to meet the operational needs of the yard. The principle is therefore acceptable in accordance with Policy DP20 of the Development Management Policies DPD and the key considerations in the determination of this application are the design and appearance of the modifications and the impacts on flood risk, wildlife, amenities and navigation.

6.2 With regard to the demolition of the existing boatshed, this has been accepted in two previously approved planning applications. In 2001 permission was granted for the replacement of the boatshed but this was never implemented (BA/2001/4070/HISTAP). Subsequently, in 2011 a revised proposal for a replacement boatshed incorporating a hire boat reception office was approved (BA/2011/0085/FUL). Following a further season it has been determined that this would not be the optimal location on the site for a hire boat reception and that it is no longer necessary to have a wet boatshed over the moorings. It is therefore not intended to implement the 2011 permission.

- 6.3 The existing boatshed is in a poor state of repair and it has previously been noted that its removal would enhance the appearance of the site and this is welcomed, as is the rationalisation of the two storage sheds.
- 6.4 The proposed realignment of the quayheading would create an even line along the northern boundary of the basin and contribute to the 'tidying up' of this part of the site. The new siting of the storage shed at the corner of the basin is not considered inappropriate and the use of the additional area for five new parking spaces, as a continuation of the existing car park, is acceptable.
- 6.5 The quayheading is proposed to have steel, rather than timber, piling as additional strength is required adjacent to the car park and roadway which is used by large coaches. Although timber quayheading would be preferable in terms of the visual appearance, it is noted that steel piling has been approved elsewhere on the site where it has been required for structural reasons and the timber capping and waling would give a consistent appearance around the basin. In the context of the busy, commercial basin and given the visual improvements that would result from the removal of the existing boatshed, the use of steel piling is considered acceptable. Surfacing the new areas of ground with concrete or tarmac to match the existing is also considered acceptable.
- 6.6 The proposal would result in the loss of approximately 20 cubic metres of the basin's floodplain storage capacity. The previous permission in 2011, if implemented, would have resulted in a loss of 60 cubic metres and, when balanced against an additional 430 cubic metres that was created in the development of another part of the site permitted in 2010 (BA/2010/0011/FUL), this was considered acceptable. Although the formal view of the Environment Agency is awaited, it is anticipated that this smaller volume of 20 cubic metres can be considered in the same way and will be acceptable.
- 6.7 The demolition of the boatshed has previously been accepted and was not considered to adversely affect protected species. It is therefore not considered that the current proposal would result in any significant adverse impacts on protected species.
- 6.8 No significant additional activity would be generated as a result of the proposal and it is therefore not considered to be detrimental to amenities of adjoining occupiers. The proposals are contained within the basin off the main river and it is not considered that the navigation would be adversely affected.

7 Conclusion

- 7.1 The proposal represents a rationalisation and tidying up of this part of the site which it is considered would improve the visual appearance of the area. It is not considered that the proposal would adversely affect flood risk, wildlife, the amenities of adjoining occupiers or the navigation and it is therefore

considered to be acceptable in accordance with Policies DP4, DP13, DP20 and DP29 of the adopted Development Management Policies DPD (2011) and Policy CS1 of the adopted Core Strategy (2007).

8 Recommendation

8.1 Approve subject to conditions:

- Standard time limit.
- In accordance with submitted plans.

9 Reason for Recommendation

9.1 The proposal is considered to be in accordance with Policies DP4, DP13, DP20 and DP29 of the adopted Development Management Policies DPD (2011) and Policy CS1 of the adopted Core Strategy (2007).

List of Appendices: APPENDIX 1 – Location Plan

Background papers: BA/2012/0048/FUL

Author: Maria Hammond
Date of Report: 16 February 2012

APPENDIX 1

BA/2012/0048/FUL - Broads Tours Ltd, Norwich Road, Wroxham
Demolition of both existing wet shed and small shed , re-alignment of quay heading and creation of small land area for re-location of existing shed

