

Reference

BA/2014/0407/FUL

Location

Pound End Broad and Hoveton Marshes, Horning Road,
Hoveton

BA/2014/0407/FUL - Hoveton Marshes, Horning Road, Hoveton

New vehicular access from the A1062 Horning Road, car park, timber equipment store, temporary toilet facilities, footpath and canoe slipway at Pound End; landing stage, boardwalk and viewing platform at Hoveton Great Broad; and temporary de-watering lagoon on The Haugh, Hoveton Estate.



Application for Determination

Parish	Hoveton
Reference	BA/2014/0407/FUL Target date 3 March 2015
Location	Pound End Broad and Hoveton Marshes, Horning Road, Hoveton
Proposal	New vehicular access from the A1062 Horning Road, car park, timber equipment store, temporary toilet facilities, boardwalk and canoe slipway at Pound End; landing stage, boardwalk, and viewing platform at Hoveton Great Broad; and temporary de-watering lagoon
Applicant	Natural England
Recommendation	Approve subject to conditions
Reason for referral to Committee	Wider public interest and small-scale major application with Environmental Statement

1 Description of Site and Proposals

- 1.1 The application site forms part of the Hoveton Estate and includes areas of agricultural land and sites around Pound End Broad and Hoveton Marshes. This area lies to the south of Horning Road between the main settlements of Hoveton and Horning and to the west of the River Bure, north of Hoveton Great Broad. Other than the far south of the application site where it adjoins Hoveton Great Broad, the majority of the application area is not under any habitat designation.
- 1.2 Members will recall that in September 2014, following a site visit in August, the Planning Committee resolved to grant planning permission for development to facilitate a lake restoration project, proposed by Natural England (BA/2014/0248/FUL). That planning application, and the project in general, generated a significant amount of local interest and aspirations to improve public access to the Hoveton Great Broad site were expressed and the applicant indicated a subsequent planning application would be submitted to include further ecological improvements and access proposals. When considering the project (and associated funding bids) at the full Authority meeting of 26 September, the Broads Authority concluded that they supported the project subject to the inclusion of better public access to the project site.

- 1.3 This application proposes development to facilitate the improved access and comprises a new vehicular access from Horning Road, a car park, temporary buildings, boardwalk, slipway, landing stage, viewing platform and de-watering lagoon to facilitate the restoration of the dykes and waterways across Horning Marshes. The proposed infrastructure would facilitate the use of a canoe trail.
- 1.4 The new access is proposed to be created in an existing hedgeline along the southern boundary of the A1062 and would be built to the Highways Authority's specification with visibility splays each side and gates set back into the site. This would give vehicular access on to a 6 metre wide track surfaced with a geogrid material over the existing surface of the agricultural field. This track would cover a distance of approximately 130 metres southwards leading to a proposed new car park. The car park would measure 16.5 metres by 65 metres aligned on a northeast-southwest axis along the woodland edge at the southern boundary of the agricultural field. This would also have a geogrid surface and provide 24 parking spaces (including two disabled spaces) and also provision for 12 overflow spaces. Six cycle spaces would be provided and in the eastern corner two portaloos and a timber storage shed are proposed, the portaloos would be screened by a timber panel and would only remain on site for the period of the year when the route is in operation. It is proposed to enclose this car park with 1.2 metre high post and rail fencing and along the eastern field edge a belt of tree and hedgerow planting is proposed, up to 25 metres wide.
- 1.5 A footpath would be created southwards from the car park, requiring some adjustment of levels to provide an approximately 1:10 slope. This would pass through the woodland over a distance of approximately 30 metres with the precise route to be determined by the location of trees worthy of retention. Surfacing would consist of a woodchip filled geogrid over a geotextile membrane. The path would terminate at the head of an existing dyke which would require clearance to give access onto Pound End. A timber slipway is proposed at the head of the dyke, this would measure 3 metres wide and 8 metres long, providing a level surface over one half of the width and a graded slipway on the other half.
- 1.6 From here it is proposed that canoes would enter Pound End and then navigate across the waterways through Hoveton Marshes in a south-westerly direction. Mud pumping would be carried out across Hoveton Marshes, firstly on the proposed canoe route, and subsequently across the whole area over a period of four years. The sediment would be pumped to an area of agricultural land in the centre of Hoveton Estate; this is an area of high ground known as The Haugh. Here a dewatering lagoon is proposed which would measure 129 metres by 135 metres, segregated into six compartments by a series of dykes and contained with 0.5 metre high bunds. This lagoon would be set approximately 200mm below the existing surface and the sediment would be stored at a depth of approximately 300mm. De-watering would take place over four years, with approximately 4000 cubic metres of sediment removed and subsequently spread on agricultural land within Hoveton Estate each year. A 10 metre by 50 metres site compound is proposed adjacent to the

lagoon for the duration of the work. The compound and lagoon areas would be restored on completion of the sediment removal and de-watering.

- 1.7 The canoe route is proposed to follow a set route through the marshes and the same route would be used on the outward and return journey from and to the proposed slipway. At the southern extent of the route, on a dyke that runs into Hoveton Great Broad, a staithe is proposed. This would measure 20 metres long and 2.5 metres wide, with a 1 metre wide submerged platform and 1.5 metre wide decked boardwalk. This would allow canoeists to moor up and exit the canoes. The staithe would give access to a proposed boardwalk which would measure 1.5 metres wide and cover a distance of approximately 70 metres to the northern bank of Hoveton Great Broad. At this point a viewing platform is proposed, measuring 10 metres square and consisting of a timber decked platform on piled foundations enclosed by a post and rail fence. This southernmost part of the application site is within SSSI, SAC, SPA and Ramsar designations.
- 1.8 It is proposed that the canoe route would operate as a guided trail with the guide's canoe plus six visitor canoes, each accommodating three canoeists. The return route would cover 3.6 km and take up to three hours to complete. It is proposed that there would be up to three pre-arranged, paid trips each day and the route would operate March to October. It is anticipated that the proposal would create one part-time job.

2 Site Visit

- 2.1 A report was presented to the 5 December 2014 Planning Committee recommending that members undertake a site visit prior to considering the determination of the application in order to gain a better understanding of the features and character of the application site and the details of the application. Members resolved to do so and the site visit was undertaken on Friday 16 January. Notes of the site visit are attached at Appendix 2.

3 Site History

- 3.1 In September 2014 planning permission was granted for development to support a lake restoration project in the area immediately south of this site (BA/2014/0248/FUL).

4 Consultation and Representations

Hoveton Parish Council – No objection. They do however wish to bring to the attention of the Committee their concern over the continued increase of traffic through Hoveton and Wroxham and the traffic jams particularly in the summer months. They considered that this development will contribute to those traffic problems albeit in a small way.

Wroxham Parish Council – No objections or comments.

Horning Parish Council – No response.

Broads Society – The application for a car park and other features relates to the provision of public access to the Broad to meet the HLF requirement for public benefit. However, it is our view that what is proposed is insufficient to warrant a large grant of public money for the restoration of a private Broad. The activity which the permission relates to concerns a canoe trail passing from Pound End across the marshes via the network of drainage dykes. It ends some distance from Hoveton Great Broad to which very limited access is given, on foot only, via a boardwalk and ending in a small viewing platform overlooking Hoveton Great Broad. We anticipate that the HLF will regard this as insufficient “engagement” by the public with the Broad Restoration Scheme, much of which will be out of sight.

It is therefore our considered view that approval of this application should be conditional on implementation of the Broad Restoration Scheme as we do not believe that the owner of the site should be permitted to construct a car park etc which could be used for other commercial purposes in the event that the bid failed.

As stated above, we would strongly oppose a Restoration Scheme which, in its present form, provides insufficient public access and would expect that a bid to the Heritage Lottery Fund would be refused on these grounds.

District Member – It's likely it will have major implications best decided by the Planning Committee.

Highways Authority – The site access is so positioned as to meet visibility requirements onto the A1062 within a 40 mph speed limit and given the provided information regarding expected traffic movements I have no grounds for objection to the granting of permission. Recommended conditions and informative notes.

Natural England (as a statutory consultee) – No objection. Supports conclusion of appropriate assessment submitted with application that no adverse effect would result subject to the proposed mitigation measures. Not likely to be an adverse effect on the SSSI nor adverse impacts on the features of special interest for which the SSSI, SPA, SAC and Ramsar are notified, subject to recommended conditions.

Environment Agency – No objection on flood risk, pollution prevention and groundwater grounds. Advice offered on ecology and the Water Framework Directive.

English Heritage – No objection in principle but elements of the scheme have potential to impact on historic environment, specifically non-designated heritage assets of national importance (the Broads). Note reservations about content of submitted Heritage Statement. Recommend a programme of archaeological works will be necessary to mitigate the impacts and refer to advice of Norfolk Historic Environment Service.

Norfolk Historic Environment Service – The dewatering lagoon is located in an area of high archaeological potential. Share English Heritage’s reservations about content of Heritage Statement and note it is not yet possible to fully determine the impact of the development on the historic environment. Archaeological mitigation can be achieved through a condition.

Norfolk and Suffolk Boating Association – No response.

Royal Yachting Association – No response.

Norfolk Wildlife Trust – No response.

Navigation Committee – The Navigation Committee considered the proposal at the meeting of 11 December 2014. As the application does not include any part of the River Bure or other publically navigable waterways, the Committee did not make a recommendation on the application, other than that the normal safety criteria should be mandated for the proposed structures. They did however note that a considerable amount of public money was proposed to be spent on the project and that the site should be accessible to the general public and suggestions were made as to how this could be achieved. Members noted that Natural England, the applicants, were currently carrying out local consultations on additional access proposals here.

5 Representations

- 5.1 One representation received from a resident on Horning Road commenting that there is insufficient access generally to wildlife habitats in this area but that the proposed canoe access is very limited and a boat may be better. Queries if it would be possible to provide a landing stage on the Bure to give access to a limited public area for viewing purposes.

6 Policies

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

Adopted Core Strategy (2007)

[Core Strategy Adopted September 2007 pdf](#)

CS1 – Landscape Protection and Enhancement

CS6 – Historic Environment

CS9 – Sustainable Tourism

CS11 – Sustainable Tourism

CS17 - Access and Transportation

Adopted Development Management Policies (2011)
[DEVELOPMENTPLANDOCUMENT](#)

DP1 – Natural Environment
DP2 – Landscape and Trees
DP3 – Water Quality and Resources
DP4 – Design
DP11 – Access on Land
DP29 – Development on site with a High Probability of Flooding

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

Adopted Core Strategy (2007)
CS20 – Rural Sustainability

Adopted Development Management Policies (2011)
DP5 – Historic Environment
DP12 – Access to Water
DP14 – General Location of Sustainable Tourism and Recreation
Development
DP28 – Amenity

- 6.3 Adopted Site Specific Policies (2014)
No policies relevant to this site or proposal.

7 Assessment

- 7.1 It is first necessary to consider whether the proposal is acceptable in principle and, if so, consider the impacts on ecology, landscape, flood risk, water quality, heritage assets, highways and amenity, as well as the design of the proposals.

Principle

- 7.2 In terms of principle, the application proposes the creation of a new tourism/recreational development and the location of this should be considered with regard to Policy DP14. This policy is not fully consistent with the National Planning Policy Framework, however, the Framework supports the provision of sustainable rural tourism and recreation developments that benefit businesses in rural areas, communities and visitors, and which respect the character of the countryside. Accordingly, Policy DP14 is considered sufficiently consistent to be given significant weight in the determination of this application.
- 7.3 The application site is not within a development boundary and there is no immediate association with any existing tourism, holiday or recreational site. It is noted that the Bewilderwood adventure park is located approximately 450 metres along Horning Road to the east and that this is in the same ownership

as the application site. However, there would not necessarily be any operational relationship between the two activities and for the purposes of Policy DP14 the site should be considered separate from it and thus open countryside.

- 7.4 In accordance with Policy DP14, tourism and recreational facilities should only be permitted in the open countryside where there is a clear and demonstrable need for such a location and where criteria (a)-(e) are satisfied.
- 7.5 In terms of the need for the facility to be located here, the canoe trail is proposed in this area in conjunction with the larger lake restoration project and also to provide access to an area of characteristic wetland, allowing visitors to appreciate the landscape and wildlife value of this area to which there has previously been no access. Wildness and tranquillity are special qualities of the Broads area and this proposal would provide an opportunity to better understand and enjoy these features.
- 7.6 Criterion (a) requires that the proposal be in accordance with Core Strategy and other development plan policies. Policy DP12 seeks to improve access to the water, which will include use of the dyke network by small vessels such as canoes, and supports development which permits this subject to criteria. The proposal does not offend the listed criteria, so the proposal is, in principle, in accordance with DP12. Further assessment of other development plan policies is covered below.
- 7.7 Criterion (b) of DP14 requires that new tourism development does not involve a significant amount of new built development. The application proposes very limited built development, comprising the access structures, timber storage shed, and temporary portaloos and is considered in accordance with (b) of Policy DP14.
- 7.8 Criterion (c) requires that new tourism and recreation facilities will only be permitted in the open countryside where it does not adversely impact on the landscape character; wherever possible it should make a positive contribution to that character.
- 7.9 The new access from the A1062 would be the most publically visible part of the proposed development, the remainder is set within the private land of the Hoveton Estate where there are no public views. The vehicular access would have fencing and hedging to the splayed entrance and a gate set back into the site. This would sit within the existing, established hedgeline and, subject to precise details of the fence, gate and hedge, is considered acceptable in landscape terms.
- 7.10 The track and car park surfaces would be constructed in an unobtrusive geogrid on the existing ground surface which would have little visual impact and the track would follow the drop in ground levels across this field which would result in the car park being at such a low level it would be barely perceptible from the road. There are, however, dwellings to the north, northeast and east which would have some views of this area. A belt of tree

and hedge planting is proposed along the eastern field boundary and it is considered, subject to the details of the species and sizes, this would satisfactorily filter views from these properties and no adverse landscape impact would result. Confirmation of the trees to be removed and precise route of the footpath through these trees to the slipway shall also be necessary.

- 7.11 The size and appearance of the timber storage shed and portaloos are broadly acceptable, subject to agreeing the precise details by condition and requiring removal of the portaloos from the site at the end of each season.
- 7.12 It is considered that the footpath to the slipway, the slipway itself, staithe, boardwalk and viewing platform are appropriately designed for their setting and thus would not adversely affect the landscape setting or character. The viewing platform would be visible by members of the public visiting Natural England's existing nature trail which operates on the southern side of Hoveton Great Broad and its design would be recessive against the reedbed backdrop, mitigating any adverse visual impact.
- 7.13 The proposed dewatering lagoon and site compound would be temporary features and, subject to a condition requiring restoration of the area, this part of the proposal is considered acceptable in landscape terms. Subject to a number of conditions, the proposal is therefore considered acceptable in terms of landscape impact and design in accordance with Policies CS1, DP2, DP4 and criterion (c) of Policy DP14.
- 7.14 Criterion (d) requires that there would be no adverse effect on the integrity of a protected site or protected species.
- 7.15 The proposed staithe, boardwalk and viewing platform are the only parts of the proposed development within habitat designations. The remainder of the application site includes habitats which support the features of the designated site and are considered to be of very high ecological value at an international scale but not specifically designated. It is not considered that the integrity of the SPA, SAC or Ramsar sites would be affected by the proposal either individually or cumulatively with other developments and an Appropriate Assessment under the Habitat Regulations has not been required.
- 7.16 In accordance with Policy DP1, if any adverse impacts are considered to result on the designated sites, appropriate mitigation should be proposed and developments resulting in adverse impacts on local designations and Biodiversity Action Plan (BAP) habitats will only be permitted in exceptional circumstances with regard to the value and importance of the site and the public benefits of the proposal. Adverse impacts could potentially result from the construction, mud pumping, operational development and the operation of the canoe route.
- 7.17 The construction of the proposed footpath, staithe, boardwalk and viewing platform would result in the loss of BAP wet woodland habitat, totalling approximately 300 square metres. In accordance with Development

Management Policy DP1, this loss could only be permitted in exceptional circumstances, having regard to the importance of the site in terms of its contribution to biodiversity, scientific and educational interest, its value in terms of geodiversity, visual amenity and recreation and the benefit of the proposed development in relation to the overriding public interest. In this case it is considered the loss of the habitat could be satisfactorily mitigated by the provision of an equivalent area of compensatory habitat. Discussions regarding this are continuing and it is considered necessary for compensatory habitat to be provided for the proposal to be considered acceptable in accordance with Policy DP1 and the National Planning Policy Framework.

- 7.18 The objective of the sediment removal is to improve water quality and habitat in the dykes. The extent of these benefits cannot be guaranteed and cannot therefore be weighed against any adverse impacts of the construction or operation of the development. The mud pumping operations have potential to affect organisms within the mud and details of appropriate mitigation shall be required. To mitigate the impacts of the construction phase, all work is proposed to be undertaken in the winter (September to February, inclusive) and a range of species-specific mitigation measures are proposed and considered appropriate and necessary.
- 7.19 The operation of the canoe route on Pound End and Hoveton Marshes has the potential to disturb species using this area by virtue of the visual impact and noise. The designated area is regularly surveyed and the species present are well recorded. Although this surveying does not extend outside the designated area it is assumed the same species use Hoveton Marshes and Pound End, including otter, bittern and marsh harrier. To mitigate the impact of the use of the canoe route it is proposed to operate it as a pre-arranged, guided trail using the same route in and out with a maximum of six canoes per trip (plus guide). Up to three trips would operate each day between March and October (inclusive) with the season only starting after an ecological survey of the marshes for Schedule 1 species nesting activity. These measures would localise the impacts and limit the degree and time period of disturbance, although it should be noted that the proposed operating period is concurrent with the bird breeding season. Ongoing surveying is proposed throughout the operational period each year to inform any appropriate mitigation (which may involve cessation of use or change of route).
- 7.20 Disturbance to birds on the route could result in declining breeding pairs, desertion of nests, impacts on hatching and fledging as well as increased energy expenditure and depleted fat reserves of non-breeding water birds. The proposals therefore have significant potential to affect birds and other species on and around the route. The proposed mitigation measures are considered appropriate and it shall be necessary to secure these with robust planning conditions, including managing the type, size and number of vessels and operation of the route. A comprehensive management plan for the operation of the canoe route is considered necessary, to include regular surveying and reporting and maintenance of the structures. Any surveys would require baseline data for comparison and as this is not currently available it is considered necessary to require surveying over two years prior

to the first operation. Conditions covering mitigation measures for invasive species and working in freezing conditions are also considered necessary.

- 7.21 It is also necessary to consider the cumulative impact of the proposals in combination with other projects, specifically the lake restoration project at Hudson's Bay and Hoveton Great Broad. This project was considered to result in long-term net benefits and the cumulative impact of the two projects is not considered to be adverse. Subject to agreeing the provision of appropriate compensatory habitat to mitigate for the loss of the BAP habitat, the proposal is considered acceptable in terms of ecology in accordance with Policy DP1, criterion (d) of Policy DP14 and the National Planning Policy Framework.
- 7.22 Finally, criterion (e) states that new tourism and recreation facilities will only be permitted in the open countryside where it does not compromise such facilities in more sustainable locations. Due to the proposed limited scale of the operation, the proposal is considered to comply with criterion (e) of Policy DP14. In addition, location of the proposal is also considered to be in accordance with Policies CS9 and CS11.
- 7.23 There are a number of other issues which need to be considered in order to satisfy the wider policy tests in criteria (a), and these are set out as follows.

Flood Risk and Water Quality

- 7.24 The footpath, slipway, staithe, boardwalk and viewing platform are within flood risk zone 3 but are considered 'water compatible' development and the Environment Agency has no objection on flood risk, pollution prevention or groundwater grounds. The objective of the mud pumping is to remove sediment and improve water quality on Hoveton Marshes and the proposal is considered to be in accordance with Policies CS20, DP3 and DP29.

Heritage Assets

- 7.25 English Heritage and the Historic Environment Service have identified that the application site is within an area of high archaeological value but that it is only the dewatering lagoon which has potential to disturb any buried archaeological deposits. Both bodies consider the Broads to be undesignated heritage assets and, in addition, there are a number of designated heritage assets (namely Grade II and II* listed buildings) within the Hoveton Estate. The applicant proposes an archaeological watching brief to mitigate any impact, however, as advised by the Historic Environment Service, further archaeological evaluation, to include trial trenching, is considered necessary and should be agreed by condition. Subject to an appropriate condition, it is not considered the proposal would result in any loss of or harm to heritage assets in accordance with Policies DP5 and CS6 and the National Planning Policy Framework in this respect.

Highways and Navigation

- 7.26 The proposed access would satisfy the visibility requirements and the Highways Authority have no objection to this, subject to conditions. Hoveton Parish Council have observed continual increases in traffic through Wroxham

and Hoveton, particularly in summer months. It is anticipated the proposal would typically attract up to 40 vehicles arriving per day during the operational period and it is noted the car park would have capacity for up to 36 vehicles at any one time which would allow for changeover periods if each canoeist travelled separately by car, an unlikely scenario. Neither Hoveton Parish Council nor the Highways Authority have an objection to the anticipated traffic movements or proposal more generally and it is considered to be acceptable in accordance with Policy DP11, but the Parish Council have asked Members to note their observation about existing traffic levels when considering the application.

- 7.27 With regard to navigation, the proposal does not affect the River Bure or other publically navigable waterways and accordingly, the Navigation Committee did not make a recommendation on the determination of the application. As noted above, Policy DP12 supports new use of the waterways and this proposal would give canoe access to an area previously inaccessible. That access would be on a pre-arranged, accompanied and paid basis and only by means of canoe. It is appreciated this may not satisfy the aspirations of the local community and other stakeholders to achieve better public access and that comments have been made regarding the use of public money. These are not material planning considerations in the determination of this application and it should be noted that Natural England are consulting on and considering how else access to the project area could be improved. This application should be considered on its own merits and in accordance with the Development Plan and other material considerations. The Broads Society's suggestion to make any permission for the canoe route conditional on the implementation of the larger lake restoration project is noted, however this is not considered reasonable in planning terms.

Amenity

- 7.28 The proposed access would be within 60 metres of the nearest dwelling and another dwelling is sited 125 metres east of the car park, with further dwellings to the north and northeast. This part of the site would be subject to activity with canoeists arriving and departing for each trip throughout the season of operation. Any impacts on amenity would therefore only occur over short periods each day and only over part of the year. The proposed planting would filter views and noise and it is not considered any unacceptable impacts on amenity would result from the access and car park.
- 7.29 The canoe route itself and staithe, boardwalk and viewing platform are relatively isolated from dwellings and the nature trail to the south of the Hoveton Great Broad. The dewatering lagoon is within 75 metres of the nearest dwelling on the Hoveton Estate but this operation would be seasonal and temporary and the proposed development and operations are not considered to result in any unacceptable impacts on amenity, either individually or cumulatively in accordance with Policy DP28. It is considered necessary to restrict the use of the car park, storage shed and portaloos to the operation of the canoe trail only, unless otherwise agreed.

8 Conclusion

- 8.1 The application proposes operational development to facilitate the creation of a canoe trail. The objective of the proposal is to provide access to an area subject to a publically funded lake restoration project. Managed access is proposed to waterways which would be mud pumped to improve the water quality and habitat and a location in the open countryside is considered appropriate in principle. This is an ecologically sensitive area and the operational development and use of the canoe route have the potential to disturb and adversely affect both species and habitat. Whilst it is appreciated that more open public access to the wider project area would be welcomed by many parties, the managed canoe access proposed in this application must be considered on its own merits and the specific controls proposed are necessary mitigation in this sensitive location. The proposal would result in the loss of BAP habitat and it is considered necessary for this to be mitigated for by the provision of compensatory habitat. Subject to appropriate conditions, it is considered that the adverse impacts of the proposal on ecology can be satisfactorily mitigated for.
- 8.2 By virtue of the location and design of the proposals, it is not considered there would be any adverse impacts on landscape, highways, navigation, flood risk, water quality or amenity, subject to appropriate conditions, and further archaeological evaluation is required to ensure there is no harm to or loss of heritage assets. The proposal is therefore considered acceptable.

9 Recommendation

- 9.1 Approve subject to conditions:
- (i) Standard time limit
 - (ii) In accordance with submitted plans

Prior to construction

- (iii) Elevations and materials of fence and gates at entrance
- (iv) Elevations and materials of shed, portaloos and timber screen
- (v) Planting details
- (vi) Precise route of footpath and tree removal
- (vii) Sections and details of fill material to ramp
- (viii) Work practices to minimise spread of invasive species
- (ix) Archaeological evaluation
- (x) Protection of organisms during mud pumping required
- (xi) Details of compensatory habitat

During construction

- (xii) Cessation of construction in freezing conditions
- (xiii) Mitigation during construction period as set out in Environmental Statement

Prior to first use

- (xiv) Two years breeding and non-breeding bird surveys prior to first operation
- (xv) Management Plan to include proposals for pre-commencement surveys each year, surveying during operation, maintenance of structures, appropriate reporting and mitigation protocols
- (xvi) Access to be constructed to highways specification
- (xvii) Car park laid out and surfaced as approved plan prior to use
- (xviii) Gates to be positioned as per approved plan

Restoration and Enhancement

- (xix) Restoration of The Haugh following cessation of dewatering and construction
- (xx) Landscaping to be completed in first available planting season
- (xxi) Provision of compensatory habitat

Operation

- (xxii) Removal of toilets at end of each season
- (xxiii) Car park, shed and portaloos to be used in conjunction with the operation of the canoe trail only, unless otherwise agreed.
- (xxiv) Specification of type and size of each canoe to be used
- (xxv) Maximum of six visitor canoes and one guide on each trip
- (xxvi) Maximum of three trips per day in daylight hours and only one trip at a time
- (xxvii) Canoe route and ancillary development to operate March to October inclusive each year, subject to provisions of Management Plan
- (xxviii) Replacement of any new tree or shrubs which dies within five years

10 Reason for Recommendation

- 10.1 The proposal is considered acceptable in accordance with Policies DP1, DP2, DP3, DP4, DP5, DP11, DP12, DP14, DP28 and DP 29 of the adopted Development Management Policies DPD (2011), Policies CS1, CS6, CS9, CS11, CS17 and CS20 of the adopted Core Strategy (2007) and the National Planning Policy Framework (2012) which is a material consideration in the determination of this application.

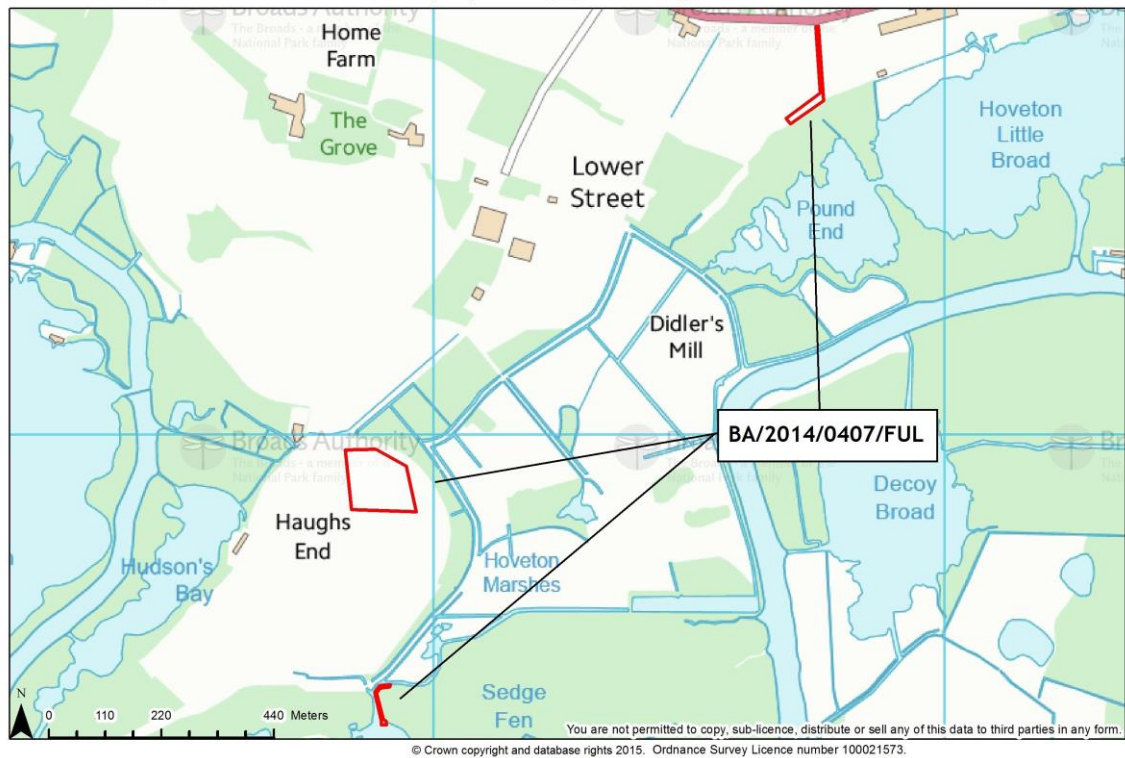
Background papers: Application File BA/2014/0407/FUL

Author: Maria Hammond
Date of Report: 20 January 2015

Appendices: APPENDIX 1 – Location Plan
APPENDIX 2 – Notes of Site Visit from 16 January 2015

BA/2014/0407/FUL - Hoveton Marshes, Horning Road, Hoveton

New vehicular access from the A1062 Horning Road, car park, timber equipment store, temporary toilet facilities, footpath and canoe slipway at Pound End; landing stage, boardwalk and viewing platform at Hoveton Great Broad; and temporary de-watering lagoon on The Haugh, Hoveton Estate.



PLANNING COMMITTEE
6 February 2015
Note of site visit held on Friday 16 January 2015

BA/2014/0407/FUL Pound End Broad and Hoveton Marshes, Horning Road, Hoveton (Hoveton Wetland Project)

New Vehicular access from the A1062 Horning Road, car park, timber equipment store, temporary toilet facilities, boardwalk and canoe slipway at Pound End; landing stage, boardwalk and viewing platform at Hoveton Great Broad; and temporary de-watering lagoon.

Applicant: Natural England

Present:

Dr J M Gray – in the Chair

Mr M Barnard	Mr G Jermany
Miss S Blane	Mr P Ollier
Prof J Burgess	Mr P Warner
Mr N Dixon*	

In attendance:

Mrs Sandra A Beckett – Administrative Officer (BA)
Mr Ben Hogg – Historic Environment Manager (BA)
Ms Andrea Long – Director of Planning and Resources (BA)
Ms Maria Hammond– Planning Assistant (BA)

Mr Chris Bielby - Applicant (Natural England)

Mr Nigel Dixon*– District Council Member
Mr Paul Savage – Broads Society
Mr Peter Howe – Hoveton Parish Council
Mr Dick Turpin – Horning Parish Council Chairman

Apologies for absence were received from: Mrs J Brociek-Coulton, Mr C Gould, Mrs L Hemsall, Dr J S Johnson and Mr R Stevens.

Introduction

The Chairman welcomed everyone and invited them to introduce themselves.

No decision would be made at this visit but the matter would be considered in detail at the next meeting of the Planning Committee on 6 February 2015. Members were on the visit to examine the context of the application, the impact on the surrounding area and to make sure that all the relevant factors of the site had been pointed out.

Following an explanation of the application, Members were given the opportunity to view the site from various vantage points and ask questions.

The Proposal

The Plans

The Planning Officer introduced and gave a description of the application for the development proposals associated with the Hoveton Great Broad restoration project in order to provide the infrastructure for a canoe trail. This was the second application to facilitate the Lake restoration project, the first application having been determined in September 2014. The proposals were in three parts and included a new vehicular access, car park, timber equipment store, footpath and canoe slipway at Pound End as well as temporary toilet facilities, at the northern part of the site; a staithe, boardwalk and viewing platform at the southern end of the site at Hoveton Great Broad; and a de-watering lagoon.

Members noted that the actual canoe trail itself did not require planning permission.

Site context

Members were informed that the Habitat designations were at the southern part of the application site and that the majority of this application area was not under any habitat designation.

Views on Site at northern end from the A1062 Horning Road

Members noted the site of the proposed new access, marked by two ranging poles. This would be created in the existing hedgeline, would be splayed and built to the Highways Authority's specifications with visibility splays each side and gates which would be set back. It was not intended to be for public access but only for those people using the canoe trail and this would be by paid pre-arrangement. It was intended that the gates would be locked when not in use.

It was clarified that the application site was on private land owned by the Hoveton Estate, with Natural England being the applicant. There was no specific commercial operator involved at present and the Planning Officer noted that whoever operated the proposed trail was not a material planning consideration.

Proposed access track and car park

Members walked down the field to the site of the proposed car park. They noted the route of the proposed track across the field covering a distance of approximately 130 metres. It was intended that this would be surfaced with a geogrid material which would also be used for the car park. There would be minimal re-profiling of the land for the track. The proposed car park, marked out by ranging poles, was intended to provide 24 parking spaces including two for disabled and there would be provision for 12 overflow spaces. Spaces for 6 cycles would also be provided and the site surrounded by post and rail fencing.

It was intended that the maximum in each canoe group would be 6 canoes, 5 in use and one with the trip guide. The canoes would be the open Canadian canoes with the ability to take up to three people in each. Trips were intended to last for 3 hours with a maximum of three trips running per day, operating from March to October each year. These numbers had dictated the size and capacity of the proposed car park and were based on the maximum use at all times. It was intended that the canoe trail would be available 7 days a week with an estimated 35% use in the first year and 50% by year 4/5. The gates would remain open each day during the hours of operation but otherwise be locked. There would be no canoes stored on site. It was intended to bring these in by trailer each day.

This part of the application included a timber equipment store although this would only be used for paddles for the canoes and lifejackets. It was also intended to have two portaloos on site during the season when the canoe trails were in operation. They would be removed at the end of the season.

Members were shown the direction of the proposed footpath through the Lows woodland down to the dyke leading to Pound End Broad and it was noted that some of the trees would need to be removed, but these would mainly be sycamores. Members noted that the proposed slipway would be sited at the bottom of this footpath at the head of the dyke.

Members noted that the nearest property Little Broad House would have sight of the proposed car park. The dark green on the site plan indicated that there would be some tree planting on the boundary edge adjacent to Little Broad House to screen any such views and help to protect the amenity of the neighbouring residents. If approval for the application was to be recommended, this would include a condition for landscaping. Chris Bielby clarified that any planting would only include native species.

Chris Bielby confirmed that letters had been delivered to the local residents. The lady of Little Broad House had contacted him for clarification on certain matters and also contacted the landowner, Tom Blofeld. The Authority had formally consulted neighbouring occupiers, including Little Broad House, and it was clarified that the Authority had not yet had a response from the resident of Little Broad House.

Views on to and from the Haugh

Members walked back to the main road and transferred into 3 vehicles where they were taken from the A1062 down New Lane, Lower Street and Haughs End Road. The vehicles parked at the corner of the proposed dewatering lagoon field and members walked across the Haugh to the site of the proposed slipway onto Hoveton Great Broad. They were informed of the route of the canoe trail which would navigate through Hoveton Marshes from Pound End. It was noted that the same canoe route would be used for the outward and return journey. It was explained that only one route was to be used in order to minimise the footprint of the trail and the impact on wildlife and protected species. Although not a designated site it was adjacent to one. The trail would also provide a different perspective on the return journey.

Members noted the site of the proposed Staithe and boardwalk. The boardwalk would provide access through the reeded dyke for a distance of approximately 70 metres to the northern bank of Hoveton Great Broad where there would be a proposed viewing platform of timber decking. It was noted that some vegetation would need to be removed and as this was designated as European Wet Woodland the applicant was in discussions with the Authority's Senior Ecologist.

(Chris Bielby informed the group that the marsh was maintained up until 1911 when Didlers Mill was damaged by fire. As this was the main water pump for the area, management ceased until the war. The marshes were then managed again until the 1970s. Didlers Mill had since been converted for residential use.)

The Site of the Dewatering Lagoon

Members walked back to the vehicles on the lane and stopped on the site of the proposed dewatering lagoon. This was an area of relatively high ground of agricultural land on The Haugh. It was proposed that the mudpumped sediment from the Broads would be pumped into the lagoon which was proposed to measure 129 metres by 135 metres, divided into a series of dykes with bunds. These were intended to be temporary for the duration of the mudpumping (4 years) and finally the area would be restored to agricultural use on completion of sediment removal and de-watering.

It was noted that English Heritage and the Historic Environment Service had indicated that there was archaeological potential on the site and therefore were recommending a condition of more evaluation of this prior to work being carried out.

Conclusion and Procedures

The Chairman confirmed that the application would be considered by the Committee at the next meeting on 6 February 2015. Those present were able to attend the meeting when the usual Public Speaking procedures would be in place and operated.

The Chairman thanked everyone for attending the site inspection.

The Chairman declared the meeting closed at 11.00am