

Planning Committee

01 March 2024

Agenda item number 7.1

BA/2023/0468 FUL- Hoveton- Barnes Brinkcraft

Report by Planning Officer

Proposal

Removal of peninsula of land and replacement with floating pontoon

Applicant

Barnes Brinkcraft Ltd

Recommendation

Approval with conditions

Reason for referral to committee

Applicant is a member of Navigation Committee

Application target date

14 March 2024

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1. Description of site and proposals

- 1.1. The subject area comprises a peninsula of land forming part of the eastern bank of the River Bure in Hoveton, approximately 200 metres downstream of Wroxham Bridge, and within the wider Barnes Brinkcraft site. Barnes Brinkcraft comprises a commercial boatyard providing hire craft and holiday accommodation services based at Riverside Road, Hoveton. The wider site consists of moorings on and off the river and dyke, an administrative building, visitor facilities, holiday accommodation and a boat building and repair shed.
- 1.2. The peninsula has the river to one side, a small mooring basin to the other side and adjoins an area of access and parking at its southern end. The peninsula measures 33.9 metres in length and 5.3 metres in width, narrowing to 1.7 metres at its northern end. It provides side-on moorings on the river side and stern-on moorings within the small mooring basin, along with being home to the fuel tank at the northern end of the peninsula. To the east of the subject area is a 3-storey building providing holiday accommodation as part of the Barnes Brinkcraft site, a short distance to the south of that building is a 2-storey building providing offices.
- 1.3. The proposal is to remove the majority of the peninsula and replace it with a floating pontoon on the same siting. A length of 2.6 metres of the peninsula would be retained at its southern end, with the pontoon extending northwards from the stub of retained land. The pontoon would measure 30 metres in length and 2.5 metres in width, being fixed by 3 piles within the pontoon towards the mooring basin side. The pontoon would have a 'Duragrate' composite material for the deck, with a yellow colour to match the existing pontoons just north of the subject area. The pontoon would maintain the line of the riverbank it replaces, and the mooring provision would not be altered; there would be an improvement in terms of access to boats and manoeuvring.

2. Site history

- 2.1. In 2019 retrospective planning permission was granted for the reconstruction of the outer end of a gantry terminus including the installation of two new piles and folded 450mm galvanised steel sheeting with D section rubber fending. Planning reference BA/2019/0303/FUL.

- 2.2. In 2018 planning permission was granted for an amendment to a scheme granted in 2017 under planning reference BA/2017/0155/FUL to allow for an amendment to the siting of floating pontoons. Planning reference BA/2018/0208/COND.
- 2.3. In 2017 planning permission was granted for the replacement of 158m quayheading, removal of 280 square metres of land, installation of pontoon, widening of access track and removal of storage shed. Planning reference BA/2017/0155/FUL.
- 2.4. In 2013 retrospective planning permission was granted for the repair of existing and installation of new quayheading and walkway together with four finger pontoons. Planning reference BA/2013/0241/FUL.

3. Consultations received

Environment Agency

- 3.1. No objection. Response provided includes information relating to environmental permitting, ecology, pollution prevention and the movement of waste off-site. Works will require a Flood Risk Activity Permit.

BA Ecologist

- 3.2. No objection to the proposed development as from the photos provided there is no suitable habitat in, on or near the peninsula. Guidance provided on works procedure along with process if peat is discovered.

BA Project Support Officer

- 3.3. No objection to planning approval. Strictly no encroachment of new pontoon into existing navigation area. Works Licence required.

4. Representations

- 4.1. The Broads Society responded in support of the application.

5. Policies

- 5.1. The adopted development plan policies for the area are set out in the [Local Plan for the Broads](#) (adopted 2019).
- 5.2. The following policies were used in the determination of the application:
 - DM5 - Development and Flood Risk
 - DM10 - Peat Soils
 - DM16 - Development and Landscape
 - DM31 - Access to the Water
 - DM32 - Riverbank Stabilisation
 - DM43 - Design

5.3. Material considerations

- National Planning Policy Framework
- Planning Practice Guidance

6. Assessment

- 6.1. The proposal is for the removal of a peninsula of land and its replacement with a floating pontoon on the same siting. The main issues in the determination of this application are the principle of development, the design and appearance of the pontoon, impact on navigation, and ecological issues.

Principle of development

- 6.2. The principle of development is considered to be acceptable as it maintains mooring provision at the subject site, contributes to an improvement in terms of accessibility, along with the manoeuvrability of craft within the mooring basin, and accords with the relevant parts of Policies DM31 and DM32 of the Local Plan for the Broads. Furthermore, the loss of a nondescript and featureless piece of land (the peninsula) where the tarmac surface is visibly disintegrating in places and splitting in others is not opposed.

Design and appearance

- 6.3. The existing peninsula is a nondescript and featureless piece of land which makes no contribution to the appearance of the area aside from demarcating the bank of the river in this location. The replacement of the peninsula with a floating pontoon will maintain the defined edge of the river. Pontoons are a feature of the area and are considered to be an acceptable addition in an urban setting such as this. There are pontoons on the adjacent section of the wider site which have an appearance which would be matched by the proposed pontoon. The proposed replacement of the peninsular with a floating pontoon is therefore considered to result in the acceptable appearance of the site and surrounding area with regard to Policies DM16 and DM43 of the Local Plan for the Broads.

Navigation

- 6.4. The proposed pontoon would be on the same siting as the existing peninsula, maintaining the line of the existing riverbank. It would be fixed in place by 3 piles which are sited internal to the pontoon so would not project into the river. The fixing of the pontoon on the same riverbank line as the existing peninsula would ensure that the existing width of navigable river is maintained. There is existing side-on mooring which would re-provided by the pontoon. The BA Project Support Officer has confirmed that they raise no objection to planning approval and have advised that a Works Licence will be required. The proposed replacement of the peninsular with a floating pontoon is therefore considered to have no impact on navigation with regard to the existing situation and is acceptable with regard to Policies DM31 and DM32 of the Local Plan for the Broads.

Ecology

- 6.5. The existing peninsula has been assessed as having no suitable habitat on or near the site and would therefore have no impact on habitats or protected species.
- 6.6. The site is within an area of peat soils. The agent for the application has advised by letter that 'the land beneath the tarmacadam surface, currently on top of the peninsula, is entirely composed of the detritus of former quay heading, scrap metal and sundry rubbish to well below the depth that the removal of the land will be necessitated to accommodate the new pontoon'. Taking into account the urban and commercial nature of the site, and the level of alteration to the land and riverbank, it would not be reasonable to insist on evidence of the composition of the land which it is proposed to remove. The BA Ecologist has provided recommendations regarding the process of the peninsula removal which would allow for any peat that is discovered during the works to be dealt with in accordance with the local plan peat policy, DM10 of the Local Plan for the Broads, and this would be secured by planning condition.

Other issues

- 6.7. The Environment Agency have confirmed they have no objection to the proposal. They have confirmed that a Flood Risk Activity Permit will be required and have provided guidance and what information will be required for the permit. There would be no impact on habitats or protected species, and no unacceptable impact on peat soils.

7. Conclusion

- 7.1. The proposed replacement of a peninsula of land with a floating pontoon is acceptable in principle, would not result in a narrowing of the navigation channel, and would have an acceptable appearance with regard to the site and surrounding area. The works will require a Works Licence and Flood Risk Activity Permit.

8. Recommendation

- 8.1. That planning permission be granted subject to the following conditions:
 - i. Time limit;
 - ii. In accordance with approved plans;
 - iii. Completion and submission of a Risk Assessment Method Statement (RAMS) ahead of works commencing;
 - iv. Works to stop if any evidence of water vole activities or burrows are found, and seek advice from an independent qualified Ecologist;
 - v. Removal of tarmac before commencing excavation of the peninsula;
 - vi. Process for reuse of peat if found during excavation works;
 - vii. Biodiversity enhancements - bat roost, house sparrow and swift nest boxes;

viii. Side-on mooring only to the river side of the approved pontoon.

9. Reason for recommendation

9.1. The proposal is considered to be in accordance with Policies DM5, DM10, DM16, DM31, DM32, and DM43 of the Local Plan for the Broads, along with the National Planning Policy Framework which is a material consideration in the determination of this application.

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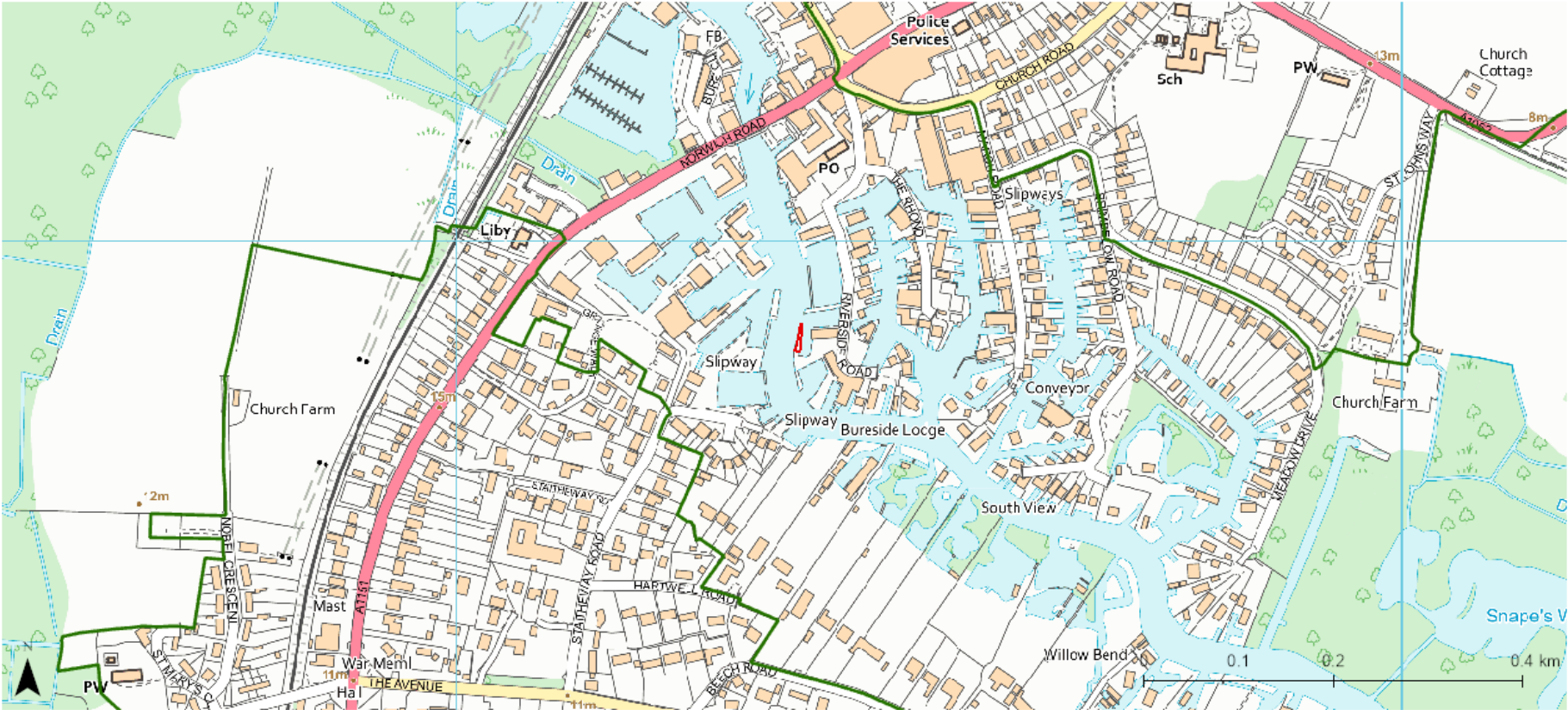
Date of report: 21 February 2024

Background papers: BA/2023/0468/FUL

Appendix 1 – Location map

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BA/2023/0468/FUL - Barnes Brinkcraft, Riverside Road, Ludham



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