

**Navigation Committee**

5 September 2013

Agenda Item 15a

Supplementary paper



**NORFOLK & SUFFOLK BOATING ASSOCIATION**

President: J.M. Evans

Chairman: R.I.E.Card

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Ms Kayleigh Wood  
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3 September 2013

Dear Ms Wood

**BA/2013/0163/FUL: Full planning application for the construction of timber walkways, a new gravel car and approval for 2no public moorings and 7no private moorings at Mill Farm, Pyes Mill Road, Loddon, Norwich**

The Norfolk and Suffolk Boating Association (NSBA) thanks the Broads Authority for the opportunity to comment on the above planning application.

There is a dearth of private moorings on the Southern Rivers and therefore in principle the Norfolk and Suffolk Boating Association would support an application to provide additional private moorings. The NSBA is unable, however, to support the above application as it stands for two reasons:

- navigational grounds; and
- depth of water to be provided at the proposed moorings.

**Navigational grounds**

As explained below, the fact that the proposed moorings would be stern-on is a cause of concern on navigational grounds.

The average width of the Chet at Pyes Mill is 12.082 m (as measured by the Ranger Survey of the Chet) and the existing basin (as well as the proposed enlarged basin) is on the outer apex of a bend (see plan). Other craft moored stern-on in the basin could obscure sight of any craft heading along the Chet.

The hazard involved in craft leaving the basin would be compounded by the fact that most crafts' turning circles would take them across the width of the river when leaving their mooring, and by the fact that the site is within a 4 mph zone on the river.

The NSBA considers that planning permission should only be granted if these hazards are satisfactorily addressed.

The NSBA also considers that any grant of planning permission should be subject to a condition restricting the length of craft moored stern on in the basin to the width of the basin as measured from the stern-on bank. Bows poking out of the basin would be hazardous and, generally speaking, the longer the craft the wider her turning circle.

Unless the above points are satisfactorily addressed, the grant of planning permission would be inconsistent with LDF Policy DP 16 head (a) (Mooring: no negative impacts on navigation) and Core Strategy Policy CS3 (The Navigation).

#### **Depth of water at proposed moorings**

According to the detail given on the submitted drawing showing cross-section, the depth of water in the proposed basin would be 0.88m at MHWS. This is considerably less than the depth of water specified for the Chet itself in the sediment management strategy (1.5m at MLWS). A depth of 0.88m at MHWS would mean that boat movement in the basin would only be possible for many craft around high water. While the basin is not on the main navigation, some reasonable level of serviceability should be provided.

Yours sincerely

Professor Richard Card,  
Chairman, NSBA