

Application for Determination

Parish Brundall

Reference: BA/2012/0121/FUL **Target Date:** 26/06/2012

Location: Brundall Gardens Marina, Postwick Lane, Brundall

Proposal: Renewal of existing quay heading to east of existing basin. Extension of basin to north west with new quay heading. Renew central jetty and extension to south western side of existing basin with new quay heading and jetty. Retention of vehicle entrance barrier

Applicant: Mr Samuel Dacre

Reason for referral: Objection from internal consultee

Recommendation: Approve with conditions.

1 Description of Site and Proposals

- 1.1 The application site is a marina situated on the western edge of the village of Brundall. The marina is located between the River Yare to the south and the Norwich to Great Yarmouth railway line to the north.
- 1.2 Brundall Gardens Marina currently offers approximately 108 moorings, most of which are accommodated within a single, off river basin. The basin is divided by a line of floating pontoons and a small wooded islet. The marina site includes two large wet boatsheds, a car park and a facilities building offering washrooms, showers and laundry to users of the moorings.
- 1.3 The moorings are let on a private basis and the site does not have any residential moorings.
- 1.4 The landscape surrounding the application site is predominantly undeveloped and characterised by large tracts of wet woodland leading up to the river's edge.
- 1.5 The application site forms part of a small cluster of development which punctuates this area of wet woodland. This cluster comprises Brundall Gardens Marina, the neighbouring site of Brundall West Marina and two detached residential properties, with both marinas and one of the dwellings being in the ownership of the applicant.

- 1.6 Access to the site is via a private road which leads south from Postwick Lane, passes beneath the railway line, runs parallel to the river and leads into the marina site. This access road is shared by the two marinas and the two residential properties.
- 1.7 This application seeks consent for refurbishment and expansion of the moorings at Brundall Gardens Marina. It is proposed to dig out a new mooring basin at the southern (river) end of the site and to enlarge the existing basin through realignment of the quay heading along the western edge and alterations to some existing, additional mooring cuts, at the northern edge of the basin. This new basin would be largely sited on an area comprising concrete hardstanding and a disused wet boatshed.
- 1.8 The applicant has indicated that the proposed works would result in 14 additional moorings, though it is also noted that the proposal would result in a number of larger moorings at the site, enabling the marina to accommodate larger boats.
- 1.9 In addition to the extension and alteration of the mooring basin, the application seeks consent for the installation of a vehicle barrier system at the entrance to the site and to replace the existing quay heading and decking walkway which runs along the eastern edge of the basin.
- 1.10 The works are, in part, retrospective, with the vehicle barrier system already installed and works to realign and replace quay heading and boardwalks along the northern and eastern boundary of the existing mooring basin completed. The applicant has indicated he was not aware that consent was required for these elements of the proposal.

2 Site History

In 1992 consent was granted for the change of use of a storage building to provide office accommodation for a boat sales business (BA/1992/4757/HISTAP).

3 Consultation

Brundall Parish Council – Brundall Parish Council support this application.

Broads Society – We have no objection to the application but hope that, if permission is granted, it should be conditional on the provision of pump out facilities.

District Councillor – No response received.

Norfolk Historic Environment Service – No objections subject to a condition requiring a scheme of archaeological work to be submitted and approved prior to the commencement of any works. The approved scheme should then be carried out.

Environment Agency – No objection subject to conditions requiring that any new quay heading shall be constructed at the same height as the existing quay heading and that no material shall be stored within Flood Zone 2 or 3.

BESL Ltd – No response received.

Broads Authority Ecologist - The proposed extension and provision of a new marina would require the removal of wet woodland, a priority Biodiversity Action Plan habitat. As a priority habitat the overall policy is not to lose or fragment these habitats. Wet woodland is a European priority feature under the Conservation (Natural Habitat) Regulations 1994 and has been listed as a feature in the Broads SAC.

The soils within the wet woodland close to the river are deep peat (greater than 3m where recorded in several locations). This peat has formed over thousands of years and stores large quantities of carbon, a greenhouse gas. Once this peat is removed and dried out, it will release much of that locked up carbon. Carbon management is an important consideration for land managers in the lowland wetlands such as the Broads, which has extensive deposits of peat soils. This development does not support the Broads Authority Core Strategy Landscape protection and enhancement (CS1) or DP1 Natural Environment.

We therefore strongly object to further removal of wet woodland from the southern edge of the main woodland block.

4 Representations

Two representations from residents in the locality of the application site. One confirming no objections to the proposal and the second expressing concerns regarding the ecological and landscape impacts of the works, specifically relating to the storage of spoil at the site. This second representation confirms that the resident does not wish to object to the proposal but seeks to ensure that the works are properly managed and monitored by the Broads Authority, having regards to the partially retrospective nature of this application.

5 Policy

5.1 Development Management Policies [DMP DPD - Adoption version.pdf](#)

DP1 – Natural Environment
DP2 – Landscape and Trees
DP16 - Moorings

5.2 Material consideration – NPPF <http://www.communities.gov.uk/documents/planningandbuilding/pdf/2116950.pdf>

6 Assessment

- 6.1 This application seeks consent for the creation of a new mooring basin, expansion of an existing mooring basin and the installation of an entrance barrier on the private access to the site.
- 6.2 Considering first the installation of the entrance barrier, there are no objections to this element of the application. Whilst the barrier is of no particular design merit it is relatively unobtrusive, whilst still performing its intended function. The barrier is not visible from the river or the public highway and is a form of development compatible with the cluster of marine businesses in this location.
- 6.3 It is regrettable that the barrier was installed without the benefit of planning consent. However, the applicant has indicated that the barrier was installed as a response to a number of incidents of antisocial behaviour at the site caused by unauthorised vehicles using the private road, and that he was not aware that development of this nature would in fact require consent.
- 6.4 Turning to the larger element of the proposal which seeks consent for extensions to the existing mooring basin, Policy DP16 permits new moorings where those facilities would contribute to the network of facilities around the Broads system in terms of their location and quality, and where the application satisfies certain defined criteria ('a'-k').
- 6.5 Considering the first part of Policy DP16 (criteria 'a'-e'), it is the case that the proposed new moorings would be off-river (criterion 'a'), would not prejudice the current or future use of adjoining land or buildings (criterion 'd') and it is considered that the existing facilities at the site are adequate to accommodate any additional demand generated by the additional moorings (criterion 'c').
- 6.6 In respect of amenity (criterion 'e'), the only neighbouring occupier is the dwelling immediately to the west of the site, and this property is also in the ownership of the applicant. At present the two sites are separated by a thicket of scrub and a dyke and these features provide an effective visual screen between the two sites. Whilst this screening would be reduced by the proposed new basin, new planting is proposed along the boundary of the marina site and it is considered that this, combined with the distance to the house itself (approximately 30m), results in a scheme which is considered to have no significant detrimental impacts on the neighbouring residential occupier.
- 6.7 The principle impacts of the proposed development are considered to relate to the landscape and the ecology of the Broads. Criterion 'b' of Policy DP16 states that proposals for new moorings will be permitted where the proposed development 'would not have an adverse effect on landscape character or protected habitats or species'.
- 6.8 Considering first landscape impacts, the application site lies within part of the former Brundall Pleasure Gardens, a visitor attraction which consisted of 76 acres of designed landscape including an Arboretum, a series of tiered ponds

and large lake. What is now the Brundall Gardens Marina was formerly the yacht basin serving the visitor Gardens and the associated tearooms and riverside hotel. The Gardens were established in the late 19th century and by the early 20th century were a popular visitor attraction. The gardens closed in 1937 and in subsequent years the gardens were subdivided and sold off.

- 6.9 This previous use has resulted in a marked difference between the landscape character of land to the south of the Yare in Surlingham Parish and that to the north in the Parish of Brundall. To the south the landscape is undeveloped and dominated by wet woodland and open marshland. To the north the belt of wet woodland which flanks the river is punctuated by the application site, the neighbouring boatyard and two riverside residential properties.
- 6.10 Whilst both the riverside dwellings and the neighbouring boatyard are very visible from the river, views of the Brundall Gardens Marina mooring basin, wet boatsheds and the area of concrete hardstanding (i.e views into the application site) are largely screened by riverside tree planting formed by a combination of specimen trees planted in association with the Riverside Gardens and self seeded, riparian trees such as willow and alder.
- 6.11 In terms of landscape character then, there is no objection in principle to the proposal as there would be, for example, if the proposed extension were to be located on the southern side of the river. The key consideration is whether the proposal would retain (and, if possible, enhance) the screening of the site when viewed from the river. Another important landscape consideration is the impact of the proposal on the large block of wet woodland which separates the application site from the neighbouring boatyard to the west. In landscape terms, this woodland block plays an important role in providing a visual break between the two sites, ensuring the semi-natural character of this area along the northern bank of the Yare is retained and preventing the appearance of a ribbon of boatyard development.
- 6.12 Considering first the screening between the application site and the river, in recognition of the importance of the screening provided by the existing riverside trees the applicant has altered both the size and the shape of the proposed new mooring basin to ensure a sufficient width of land is retained on the western side of the site between the southern edge of the new basin and the northern bank of the River Yare. Retaining this strip of land allows for the retention of several larger trees at the southern edge of the site and provides a sufficient depth of land to enable the existing screening to be largely maintained and, following completion of works, enhanced with additional planting.
- 6.13 On the eastern side of the entrance to the mooring basin from the river it is proposed to augment the existing planting with suitable native tree and shrub planting to further enhance screening of the site from the river, with details of the proposed planting to be secured by condition.
- 6.14 Assessing the impact of the proposal on the block of woodland to the west of the application site, it is the case that the proposal would result in the loss of a section of the woodland at the southern end of the block. The ecological

implications regarding the proposed loss of this woodland is discussed in more detail from para 6.18, however in landscape terms the loss, which amounts to less than 5% of the woodland block, would have only very limited impacts and the principle landscape function of the woodland in maintaining a natural break between the marina and the neighbouring boatyard would remain.

- 6.15 It is also noted that the applicant has submitted a woodland management plan which sets out a management scheme for this area of woodland and another on the site. The plan would improve the landscape and ecological quality of the two areas of woodland which are currently not subject to any specific protection and secure their retention in perpetuity.
- 6.16 Retention and enhancement (through additional planting and management) of the existing areas of woodland is an important consideration in this application and, as stated above, details of additional landscaping across the marina site will be secured by condition. In addition, the applicant has provided details of proposed tree protection measures and methods of working designed to ensure trees to be retained are not damaged in the construction process.
- 6.17 The imposition and monitoring of this condition is considered essential to the acceptability of this development proposal.
- 6.18 Having regards to the above, it is not considered that the proposed development would have any adverse impact on the landscape character of the area and, consequently, that the proposal does not conflict with the first part of criterion 'b' of policy DP16.
- 6.19 The second part of criterion 'b' requires that the proposed development would have no adverse effect on protected habitats. This aspect of the policy should also be read in conjunction with Policy DP1, which requires development to minimise the fragmentation of habitats (criterion 'a'), maximise opportunities for restoration of habitats ('b') and to incorporate beneficial biodiversity features where appropriate ('c').
- 6.20 The application site lies in a sensitive area immediately adjacent to River Yare and just north of part of the Broadland Ramsar site. Whilst the land on the north bank of the river is not specifically protected for its ecological value, it does include large tracts of wet woodland – a habitat which is identified in the Biodiversity Action Plan as being of high biodiversity interest and one which is identified as being a European priority feature under the Conservation (Natural Habitat) Regulations 1994.
- 6.21 It is the case that the proposed new mooring basin would result in the loss of an area of woodland habitat situated at the south-eastern edge of the large block of wet woodland which separates the application site from the marina to the west. The area of woodland lost to the development totals approximately 490m².
- 6.22 In response to consultation the Authority's Ecologist has raised an objection to the proposed development citing the loss of wet woodland habitat and, additionally, the damage to the deep peat which would be occasioned by the

development and which plays an important role in the sequestration of carbon within the Broads.

- 6.23 In terms of peat, whilst the loss of peat and resultant release of carbon would be regrettable, due to the previously developed nature of part of the site (discussed further below) it is not clear how much peat would actually be lost, nor is it a straightforward process to ascertain firstly the amount of carbon stored in the peat (this requiring a process of dry combustion and elemental analysis) and, secondly, the impact on the Broads the release of this amount of carbon would have.
- 6.24 The proposed new mooring basin would be largely located on the site of the former riverside hotel which, following the building's demolition in the early 1990's, accommodates a simple concrete pad which is used as an informal car park and, adjacent to this pad, a wet boatshed. Consequently, whilst the excavation of the proposed new basin would result in the loss of some peat, it is likely that the peat resource would have sustained significant damage when the concrete pad, access road and wet boatshed (including a small access dyke) were created.
- 6.25 In addition, the protection of peat on the grounds of carbon release is not something which is specifically addressed within the Authority's Planning Policies. Policy DP1 requires development to '*incorporate beneficial...geological conservation features where appropriate*' and DP2 states that new development should '*maintain, enhance, restore or add to geodiversity*'. In this instance, however it is not clear how or to what extent the geodiversity of the Broads would be affected by the digging out of an area of hardstanding and a wet boatshed and it is also the case that neither policy requires a consideration of carbon release.
- 6.26 Whilst the importance of the peat resource is acknowledged and there is an aspiration to protect this wherever possible, having regards to the above, it is considered that the refusal of planning permission for the proposed new basin on the grounds of either damage to the peat resource or on the issue of carbon release would be very difficult to justify at appeal.
- 6.27 It should be noted, however, that Norfolk Historic Environment Service have requested a condition requiring the submission of a scheme of archaeological works to be submitted and approved prior to commencement. In light of the aspirations of policies DP1 and DP2 regarding geological conservation, this request is considered reasonable and a condition to this effect is proposed.
- 6.28 The issue regarding loss of wet woodland is more finely balanced. It is the case that in the context of the landscape surrounding the application site the loss of 490m² of wet woodland is not significant in terms of area. This block of 490m² sits in a woodland which extends to almost 11,000m² and which, itself, is flanked to the east, west and south (across the river) by even more substantial tracts of wet woodland and woodland habitat. However, wet woodland is a nationally scarce habitat and an ecological feature which is of great importance to the Broads; in this context any loss must be given very careful consideration.

- 6.29 In recognition of the importance of wet woodland habitat the applicant has submitted the following mitigation proposals: details of a habitat management plan which seeks to improve the quality of the wet woodland another area of woodland within the Brundall Gardens Marina site; identified a number of ecological enhancements to be incorporated into the site (such as hibernaculum for reptiles, bird and bat boxes and an artificial otter holt); and proposed new tree planting across the site as part of both the habitat management plan and the landscaping plan discussed at para 6.15.
- 6.30 The applicant has also highlighted the fact that the area of woodland to be lost is that which is in poorest condition (as detailed in the submitted arboricultural report) and includes a number of non-native, invasive species such as bamboo.
- 6.31 In addition to the above measures, and in order to provide wider environmental enhancement, the applicant has also submitted a draft s106 agreement which requires that, should consent be granted, the applicant will provide a boat wash down facility at the neighbouring boat yard site within 12 months of the grant of consent. This wash down facility would be located in the neighbouring yard as there is no facility to lift boats out at Brundall Gardens Marina.
- 6.32 The provision of a boat wash down facility, with final specification to be agreed by the Broads Authority, represents a significant environmental improvement at this site and offers benefits in terms of both minimising pollutants entering the River Yare and also controlling the spread of invasive species (such as *Dikerogammarus villosus* – Killer Shrimp). To date the Authority is aware of only one interceptor wash down facility within the Broads (located at Galleon Boatyard, Beccles, with a second wash down consented as part of the approved scheme at Cox's boatyard, Barton Turf); the provision of another in this part of the Broads system would be a valuable piece of infrastructure in a location which offers in excess of 130 moorings across the Marina and boatyard sites.
- 6.33 With reference to Policy DP16, the policy requires new moorings developments to have no adverse impact on protected habitats or species. It is clear that this application would adversely affect a protected habitat, however it is considered that the proposed package of mitigation measures represents a comprehensive proposal for ecological enhancements at the site and that, with the provision of a boat wash down facility, the proposal would offer ecological benefits which extend beyond the application site. Consequently, on balance, it is considered that the ecological impacts of the proposal would be neutral and, on this basis, it is concluded that the proposal satisfies criteria 'b' of Policy DP16.
- 6.34 Having assessed the proposal against criteria 'a' – 'e' of Policy DP16 it is considered that there are no objections to the principle of the development. Policy DP16 then goes on to identify a number of additional criteria ('f' – 'k') which must be satisfied where the new moorings proposed would be located within a commercial marina such Brundall Gardens Marina.
- 6.35 Considering these criteria, it is the case that the proposal would not result in the loss of any short stay visitor moorings; the issue regarding ecological impacts

has been considered above; there is considered to be adequate provision for car parking and waste disposal at the site and it is considered that the site provides an appropriate range of services and ancillary features to service the moorings. Consequently, it is considered that criteria 'f', 'g', 'i' and 'k' are satisfied.

- 6.36 In respect of criterion 'h', the applicant has indicated that the provision of two visitor moorings within the new basin would cause problems in terms of operation of the site and, considering the secluded nature of the basin, would require a significant level of signage to ensure visitor to the Broads were aware of the moorings. Accordingly, the applicant propose to create these visitor moorings off-site and a draft s106 agreement has been submitted which requires the applicant to provide a new 25m length of quay heading on land adjacent to the existing Broads 24 hour visitor moorings at Church Marsh, Brundall. This land is within the ownership of the applicant and would create a sizable extension to an existing and very popular Broads Authority visitor mooring. Under the terms of the s106 agreement the applicant would retain the freehold of the land, retain responsibility for long term maintenance of the moorings and be obliged to permit access to the public to moor boats.
- 6.37 It is considered that this proposal satisfies criterion 'h', however the proposal can only be considered an acceptable solution if there are no objections in planning terms to the extension of the existing 24 hour moorings.
- 6.38 It is considered that the proposed extension of the existing 24 hour moorings at Church Marsh, Brundall would have no detrimental impacts in terms of landscape or ecology; there are a number of trees on the site of the proposed extension however the applicant has submitted a tree survey which has identified a number of possible design solutions which avoid the need for any tree removal. Details of the final method proposed can be secured by condition. There are no objections in terms of navigation impacts; the proposal would simply extend the existing mooring.
- 6.39 Having regards to the above, it is considered that the proposed extension to the existing Broads Authority 24 hours moorings is acceptable in planning terms and, consequently, that the proposal satisfies criterion 'h' of Policy DP16.
- 6.40 The final consideration in respect of Policy DP16 is criterion 'j' which is concerned with the provision of pump out facilities. The issue of pump out facilities is also raised in the Broads Society's consultation response.
- 6.41 Brundall Gardens Marina is not connected to the mains sewerage network, which terminates north of the railway line some 100m north of the application site. Consequently, the marina does not offer a pump out facility.
- 6.42 Considering criterion 'h', the applicant has indicted that provision of a pump out facility would incur significant costs additional to the cost of development, the mitigation measures proposed and the provision of new visitor moorings. The applicant has also indicated that the nearest available pump out is provided at Broom Boat in Brundall, situated approximately 1.3km (0.8 miles) down river.

- 6.43 The importance of pump out facilities in ensuring marinas are operated and used in an environmentally appropriate manner is noted, however it is the case that Policy DP16 does not require all new mooring basins to provide pump out facilities, but states that marinas should '*provide for the installation of pump out facilities (where on mains sewer) unless there are adequate alternative facilities in the vicinity*'. In this instance, the site is not on mains sewers and it is considered that, at a distance of 1.3km along the river, there are adequate facilities in the vicinity.
- 6.44 Having regards to the above it is not considered the application could be refused on the basis of failure to satisfy the requirement set out in criterion 'j' of Policy DP16.
- 6.45 The final matter to consider is how the spoil arising from the site will be disposed of. The applicant has indicated that construction of the new basin will be phased, with spoil taken to a deposition area located in the north-east of the Marina site. Once in the deposition area the spoil will be allowed to dry naturally and then, once dry, will be removed from the site and disposed of in accordance with waste management regulations.
- 6.46 The deposition area is well screened and there are no objections to the temporary storage of material in this location, however it is not considered beneficial in either landscape or ecological terms to permit spoil to be retained in this location on a permanent basis. Accordingly, it is proposed to attach a condition requiring the submission of a scheme of phasing which sets out the phasing of both the works and the removal of spoil from the site, and requires the restoration of the spoil deposition area at the end of the project.

7 Conclusion

- 7.1 This application seeks consent for an extension to the existing marina basin at Brundall Gardens Marina and, additionally, for the installation of a vehicle security barrier on the private access road to the marina.
- 7.2 Policy DP16 permits new private moorings such as those proposed in this application subject to the satisfaction of a number of specified criteria. Having regards to these criteria it is considered that the proposed development represents a comprehensive package of works, mitigation proposals and enhancements which, on balance, satisfy all the requirements of the policy.

8 Recommendations

- 8.1 Approve subject to the following conditions and the prior completion of a Section106 Agreement:
- (i) Time limit.
 - (ii) In accordance with approved plans.
 - (iii) No works to be commenced until a scheme of phasing detailing the phasing of the works hereby approved. The scheme of phasing should identify the order and relative timing of all development, preparatory

- works, mitigation works (including tree protection and ecological mitigation), landscape planting proposals, woodland management and details of phasing of the storage and removal of spoil from the site and the subsequent restoration of the temporary spoil storage site.
- (iv) No works to commence until a scheme of archaeological works has been submitted and approved by the Broads Authority – all works to then be carried out in accordance with this approved scheme of works.
 - (v) No works to be commenced until a landscaping scheme has been submitted to and approved in writing by the Broads Authority. This landscaping scheme should identify all proposed new areas of planting, including any new planting proposed as part of the woodland management plan, detailed in condition 10. The implantation of these planting proposals shall be set out in the scheme of phasing required by condition 3.
 - (vi) No works to be commenced until tree protection fencing has been erected in accordance with plans reference Dac/BGMphase2 – TPP – 05/12-1 Rev 1 and TPP – 05/12-2 Rev 2, both dated 17/06/12.
 - (vii) No works to be commenced until detailed specification of new 'no dig' quay heading to be used at new moorings at Church Marsh, Brundall, has been submitted to and approved in writing by the Broads Authority.
 - (viii) All works to be carried out in accordance with the approved Arboricultural Method Statements contained within Appendices 5 and 6 of the Arboricultural Report dated 17/07/2012 and the Arboricultural Report regarding works at Church Fen, Brundall, dated 18/09/2012.
 - (ix) Prior to first use of the new mooring basin hereby permitted the ecological enhancements identified in paras 3.1, 3.2, 4.1.2 and 4.1.3 of the document titled 'Land at Brundall Gardens Marina: Management Proposals' dated July 2012 shall be carried out. The timing of these works shall be specified in the scheme of phasing required by condition 3.
 - (x) The woodland areas identified as Woodland 1 and Woodland 4 in the approved Arboricultural Report dated 17/07/2012 shall be retained and managed in accordance with the approved landscaping scheme (detailed at condition 5) and the approved Woodland Management Plan Statement dated 17/07/2012. Details of additional planting identified in the Woodland Management Plan shall be included in the landscape scheme required by condition 5 and the timing of this planting work and ongoing management work shall be included in the scheme of phasing required by condition 3.
 - (xi) All works requiring the clearance of trees and/or scrub shall be carried out outside of the bird breeding season (April – September) unless a report by an Ecologist which confirms the site has been assessed and that the works would have no detrimental impacts on nesting birds at the site is first submitted to and approved by the Authority.
 - (xii) Any planting proposed as part of the approved landscaping scheme which fails or dies within five years of first planting (as detailed in approved scheme of phasing required by condition 3) shall be replaced with a plant of the same size and species as was originally specified, unless otherwise agreed in writing by the Broads Authority.
 - (xiii) Spoil shall only be stored in the approved temporary deposition area as detailed in the approved drawings and shall not be stored or spread

- anywhere else on the Brundall Gardens Marina site
- (xiv) With the exception of the visitor moorings hereby approved at Church Marsh, Brundall, the moorings hereby permitted shall be used as private or commercial moorings, as defined in Policy DP16 and shall not be used as residential moorings (as defined by Policy DP26).

8.2 Section106 agreement to secure delivery of boat wash down facility on neighbouring Brundall West Marina site within 12 months of the granting of consent and, additionally, the construction of a 25m extension of the existing Broads Authority 24 Moorings at Church Marsh, Brundall to be made available to use by the public with no charge and to be maintained by the applicant. The free moorings at Church Marsh shall be completed and available for use before the first use of the new mooring basin subject of this consent.

9 Reasons for Recommendation

9.1 The development proposed is considered to satisfy the requirements of Policy DP16 of the Broads DM DPD and there are no material considerations which would justify a refusal of the application.

Background Papers: Application File BA/2012/0121/FUL

Author: Fergus Bootman
Date of report 23 October 2012

Appendices: APPENDIX 1 – Location Plan

APPENDIX 1

BA/2012/0121/FUL - Brundall Gardens Marina, Postwick Lane, Brundall
Renewal of existing quay heading to east of existing basin. Extension of basin to north west with new quay heading. Renew central jetty and extension to south western side of existing basin with new quay heading and jetty. Retention of vehicle entrance barrier.

