

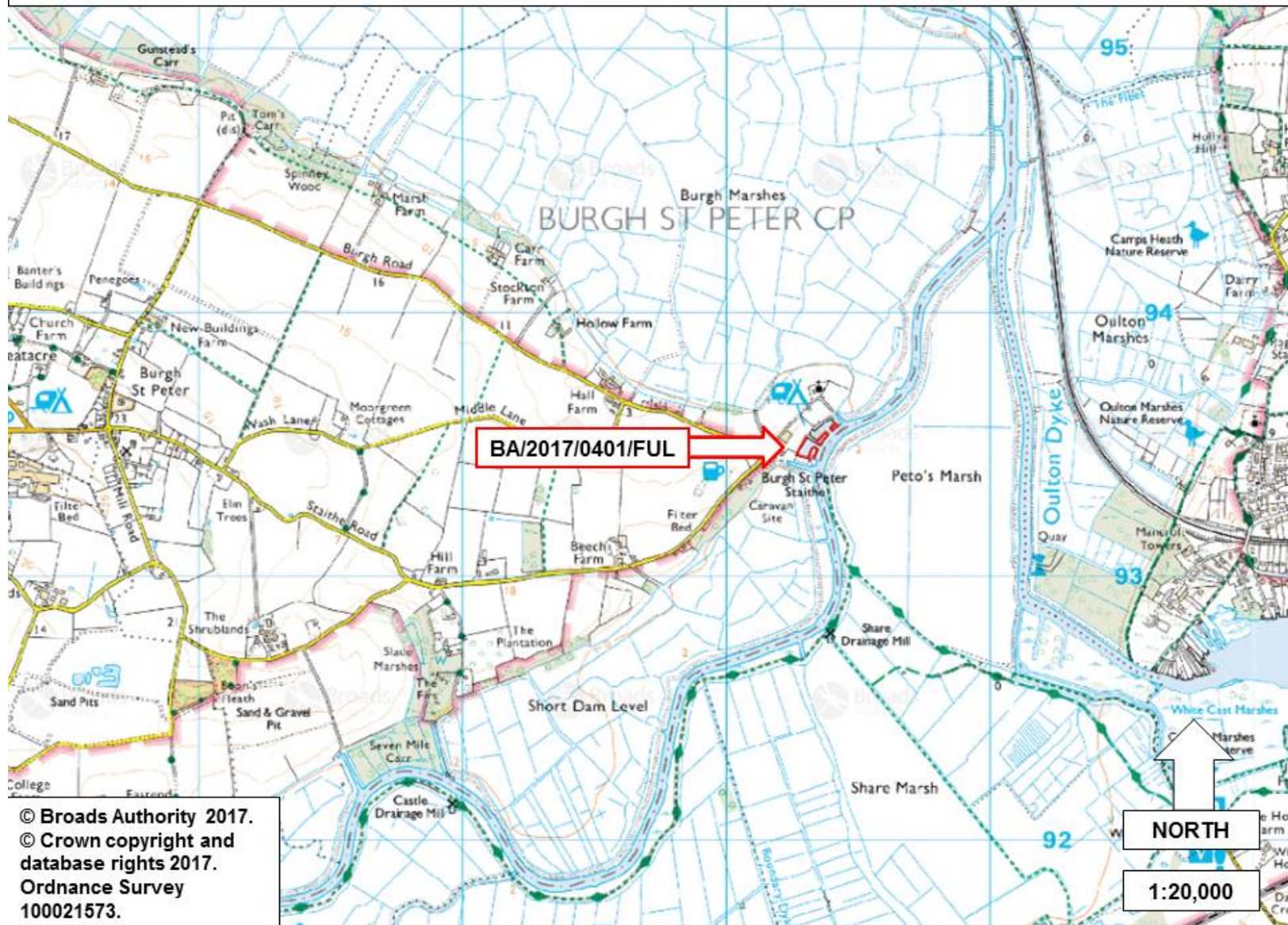
**Reference:**

BA/2017/0401/FUL

**Location**

Waveney Inn and River Centre, Staithe Road,  
Burgh St Peter

BA/2017/0401/FUL - Waveney Inn And River Centre



**Application for Determination**  
Report by Planning Officer

<b>Target Date</b>	21 December 2017
<b>Parish:</b>	Burgh St Peter and Wheatacre Parish Council
<b>Reference:</b>	BA/2017/0401/FUL
<b>Location:</b>	Waveney Inn and River Centre, Staithe Road, Burgh St Peter
<b>Proposal:</b>	Removal of quayheading, set back by between 2m & 5m and install new quay heading and floating pontoon.
<b>Applicant:</b>	Mr James Knight
<b>Recommendation:</b>	Approve subject to conditions
<b>Reason for referral to Committee:</b>	Applicant is a Member of the Navigation Committee

## **1 Description of Site and Proposals**

- 1.1 Waveney Inn and River Centre is an established complex of visitor, recreation and boatyard facilities located in a relatively isolated position on the River Waveney at Burgh St Peter. Vehicular access is via largely single track roads off the A143 and the nearest villages of Burgh St Peter, Wheatacre and Aldeby are small settlements with no significant services. The whole area has a strong rural character.
- 1.2 The site is located on the shallow sloping valley side and extends down to the river's edge. Facilities within the site include a public house, convenience shop, swimming pool, cafe, camping and touring caravan pitches, glamping pods, play area, launderette, self-catering apartments, lodges, workshop, and private and visitor moorings.

- 1.3 The approximately 130 moorings are located on the riverfront, within two basins and on a dyke. These are predominantly private moorings with some short- and long-stay visitor spaces. The two basins are known as the 'downstream basin' at the far northern end of the site which provides predominantly private moorings and is enclosed by fencing and the 'upstream basin' which provides predominantly visitor moorings and is more centrally located within the site, adjacent to a large holiday let, the car park and camping area.
- 1.4 The basins have sheet steel piling with timber capping and either timber boardwalks, hardsurfacing or pontoons around the perimeter. This piling is in a poor state of repair in places.
- 1.5 Within the downstream basin it is proposed to remove the existing piling along the southeastern edge upstream of the entrance into the basin and parallel to the river. A length of approximately 45 metres would be removed and replaced, set back on a new alignment a maximum of 5 metres from the existing. New piling would be provided to the bank and this would be a light grey coloured plastic piling with timber capping and waling. The piling is manufactured from recycled plastic. An existing pontoon would be repositioned along the length of the new piling with existing finger pontoons repositioned at 90 degrees to this.
- 1.6 In the upstream basin, approximately 120 metres of existing quayheading would be replaced with plastic piling along the existing south and western banks of the basin. An adjoining boardwalk would also be replaced like-for-like. On the eastern bank, parallel with the river, the bank would be realigned up to 4 metres from the existing and a new pontoon, 37 metres by 2 metres, would be provided along this 40 metre stretch and an existing finger pontoon would be removed. New piling on the existing line returning from the basin to the entrance from the river would be provided on the line of the existing. Existing electric posts on the bank would be removed and five posts would be provided on the pontoon.
- 1.7 The excavated material would be spread on three grassed areas along the river frontage at a depth of no more than 300-400mm.
- 1.8 The proposed increase in the size of the downstream marina is proposed due to demand for larger boats to moor here. No additional moorings would be created, but there would be space for longer, and likely wider boats, so the total number of moorings available could reduce. In the upstream marina, the set back is proposed so a floating pontoon can be provided to improve access to boats in this tidal area.

## **2 Site History**

- 2.1 Planning permission exists for ten residential moorings across the existing moorings (BA/2015/0251/FUL, BA/2016/0064/COND and BA/2016/0356/COND as amended on appeal BA/2017/0001/COND).

- 2.2 There have been a number of other planning applications at this site in recent years, but none are relevant to the consideration of this proposal.

### **3 Consultations**

#### **3.1 Consultations received**

Parish Council – Concerns over the number of vessels allowed to moor as this appears to be increasing – how is this monitored? Concerns over potential increased traffic through the village.

District Member – No response.

Norfolk and Suffolk Boating Association - No response.

#### **3.2 Representations received**

None received.

### **4 Policies**

- 4.1 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  
Development-Plan-document](#)

DP2 – Landscape and Trees

DP4 – Design

DP13 – Bank Protection

CS1 - Landscape Protection and Enhancement

[Core Strategy Adopted September 2007 pdf](#)

- 4.2. 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.

DP16 - Moorings

#### **4.3 Neighbourhood Plan**

There is no Neighbourhood Plan published or in preparation for this area.

## 5 Assessment

- 5.1 In principle, the alteration of the existing marina is acceptable in accordance with Policy DP16, subject to compliance with the criteria of that policy and acceptability of the design and impact on trees.
- 5.2 It is stated the proposals would not increase the overall number of moorings on the site, only allow larger boats to moor in the downstream marina and for better access to existing moorings in the upstream marina. On this basis, the proposal would not increase the amount of activity on site or traffic to the site. The proposals are entirely within the existing basins off the main river, affect only banks with existing piling and make use of the existing services and facilities. It is therefore considered the proposals comply with criteria (a), (c) and (e) of Policy DP16. The areas adjacent to where the banks would be cut back are either hard surfaced or grass with low potential for protected species and provide only access and amenity space to the moorings, so the proposal would not affect protected species or habitats or prejudice the current or future use of the land in accordance with criteria (b) and (d). As the proposal would not create any additional moorings, criteria (f) to (k) are not relevant. The proposal can therefore comply with Policy DP16, subject to further consideration of criterion (b) below.
- 5.3 In terms of design, the height of the piling would be no higher than that existing on the riverbank, there would be no piling of unpiled banks and the pontoons would match the appearance of existing. The most significant change would be the appearance of the plastic piling compared to the existing steel piling where this would be seen between the bottom of the waling and the waterline. The piling would have a similar profile to the existing steel piling, but the surface would be smoother, harder and more uniform. The appearance of steel changes over time as it develops a patina, it does not weather and assimilate with the landscape as well as timber can do, but its appearance does soften and have some depth. Plastic is a relatively new piling material and its long term performance and appearance in the Broads is not known. It does, however, have a long lifespan and is manufactured from recycled material, so has some sustainability benefits.
- 5.4 The piling is contained within the basins and the only part which would be visible from outside the site is that at the entrance to the upstream basin. The visibility of any of the piling would vary depending on the water level and there is a 750mm range in this area. It is considered that a double timber waling to screen the top 400mm and a dark grey colour for the piling would make this material more recessive and assimilate better with the retained timber and steel piling elsewhere in the marina and the rural character. However, the applicant has not agreed to adopt these changes and asked that the proposal is considered as submitted. Whilst a double waling and darker colour piling material would be the optimum solution, it is not considered the lighter colour piling with a single 200mm waling would have any significant adverse impact on the appearance of the marina or character of the area. On balance, the proposal is therefore considered acceptable in design and materials in accordance with Policies DP4, DP13 and criterion (b) of Policy DP16.

- 5.5 It is proposed to deposit the excavated material on the adjacent bank. Subject to the appropriate tree protection measures and a method statement, it should have no have a detrimental impact on the adjacent trees in accordance with Policy DP2.

## **6 Conclusion**

- 6.1 The proposal would alter existing moorings whilst not increasing the number of berths. The main effect would therefore be the visual impact of the alterations and introduction of plastic piling. On balance the proposal is considered acceptable and there should be no detrimental impact on adjacent trees subject to a condition requiring a method statement and protection plan.

## **7 Recommendation**

Approve subject to conditions

- i. Standard time limit
- ii. In accordance with approved plans
- iii. Prior to commencement, submission and agreement of Tree Survey, Method Statement and Protection Plan

## **8 Reason for Recommendation**

- 8.1 In the opinion of the Local Planning Authority the proposed development is acceptable in accordance with Policies DP2, DP4, DP3 and DP16 of the adopted Development Management Policies (2011), Policy CS1 of the adopted Core Strategy (2007) and the National Planning Policy Framework (2012) which is a material consideration in the determination of this application.

## **9 Note by Solicitor and Monitoring Officer**

- 9.1 In accordance with the procedures set out in paragraph 2 of the Code of Conduct for Members on Planning Committee and Officers, I have been informed of this application. I have read the file and this draft report on 20<sup>th</sup> November 2017 and the relevant declarations of interest. I confirm that I consider that this matter has been dealt with in accordance with normal processes and procedures and the recommendation appears uncoloured by the relationship noted in this report. I have asked that this paragraph be inserted into the report.

Background papers: BA/2017/0401/FUL

Author: Maria Hammond

Date of report: 22 November 2017

Appendices: Appendix 1 – Map



## APPENDIX 1

BA/2017/0401/FUL - Waveney Inn And River Centre

