

**Planning Application with Navigation Implications:
BA/2017/0369/FUL, Mooring pontoons with bank cutback on the River
Waveney frontage together with demasting, visitor and service moorings**
Report by Planning Officer

Summary: A planning application (BA/2017/0369/FUL) has been submitted to the Broads Authority for the installation of mooring pontoons along with a set back of the existing bank so that the riverside edge of the pontoons matches the edge of the existing bank. The proposal includes servicing berths, visitor berths, and a demasting berth.

The committee's views on the proposals are sought.

1 Background

1.1 St Olaves Marina is a large marina situated at the confluence of the River Waveney and the Haddiscoe New Cut, in the southern half of the Broads system. The marina comprises two basins extending to approximately 1.8ha, a boat sales area, washrooms building, reception and office building and extensive areas of hardstanding for car parking, boat storage and marine maintenance activities. In total the site covers an area of approximately 5ha, with the number of boats moored in the marina basin limited by a s106 Agreement dated 2001 to 80 although the site has space for a considerable number more in dry storage on the land. There are currently no moorings along the River Waveney frontage of the site.

1.2 In 2015 planning permission was refused 116m of floating pontoon and 48m of piled frontage to the south of the pontoon, including 22m of visitor/demasting moorings at the southern end of the piled frontage (BA/2014/0205/FUL) The application was refused for the following reasons:

- Through the introduction of an engineered edge in the form of quay heading and the resulting loss of natural reeded river bank habitat, the application would have an adverse impact on protected species and protected habitats. As such the development is contrary to criterion 'b' of policy DP16 of the adopted Broads DM DPD in respect of ecological impacts.
- Through the introduction of an engineered edge in the form of quay heading and the resulting loss of natural reeded river bank habitat, the application would have an adverse impact on the landscape character of the protected landscape of the Broads. As such the development is contrary to criterion 'b' of policy DP16 of the adopted Broads DM DPD in respect of landscape impacts.
- The application does not provide new visitor moorings or, in lieu of visitor moorings, demasting moorings, as required by criterion 'h' of policy DPI 6.

As such the development cannot be considered to accord with criterion 'h' of Policy DP16.

- The proposal would result in the reduction of the width of the river as a result of the pontoon and the use thereof and would consequently have a negative impact on navigation. As such, the development is contrary to criterion 'a' of Policy DP16 of the adopted Broads DM DPD In respect of navigation impacts.

Adopted Broads Development Management DPD (2011)
[DEVELOPMENTPLANDOCUMENT](#)

1.3 The current application differs from the previous application in the following respects:

- The existing riverbank on the River Waveney frontage would be cut back by 2.5m for a length of 115m, with mooring pontoons at a width of 2.5m to the front of the new bank line, therefore the reduction in the width of the river would be limited to the width of any vessel mooring at the pontoons.
- The newly created riverbank would be planted with reed.
- Visitor berths would be provided for a length of 20m, with servicing berths for a length of 20m, and demasting berth for a length of 20m.

2 The Planning Application

2.1 This application is for the installation of 115m of floating pontoons along the River Waveney (eastern) frontage of the marina site, with a cut back of the existing riverbank by 2.5m for the entire length of floating pontoons. The submitted plans show an existing reeded bank at an angle of 45 degrees with a flood wall behind to a height of 0.6m, this would be replicated 2.5m behind its existing position, and the bank allowed to regenerate with reeds. The newly created bank would be piled at the water line, vertical guide poles for the pontoons would be driven into the riverbank to the front of the piled bank, and pontoons would be sited adjacent to the guide poles. The pontoons would be accessed via a ramp which is designed to rise and fall along with the pontoons. The moorings would be private moorings, as defined by policy DP16.

2.2 Immediately south of the mooring pontoons would be a section of riverbank that would be piled along the existing bank line for a length of 60m to provide visitor mooring for a length of 20m, servicing berths for a length of 20m, and demasting berth for a length of 20m.

2.3 Whilst it is noted that the mooring pontoons and piled riverbank would not reduce the existing width of the river, the navigable width would be reduced by virtue of boats utilising the proposed moorings.

2.4 Planning policy DP16 permits new moorings where they would contribute to the network of facilities around the Broads system in terms of the location and quality and where they would not have a negative impact on navigation (and subject to other planning concerns such as landscape and ecology).

2.5 The comments of the Navigation Committee on the planning application would be welcomed.

3 Other information

3.1 There are residential moorings on the opposite side of the river which, in addition to some mooring cuts primarily opposite the proposed 60m of piled riverbank, allow for vessels to be moored along the piled riverbank.

4 Conclusion

4.1 Member's views on any matters of relevance to navigation are sought and will be considered as part of the planning process.

Background papers:	BA/2017/0369/FUL
Author:	Nigel Catherall
Date of report:	30 November 2017
Broads Plan Objectives:	None
Appendices:	APPENDIX 1 - Location Plan

APPENDIX 1

BA/2017/0369/FUL - St Olaves Marina

