

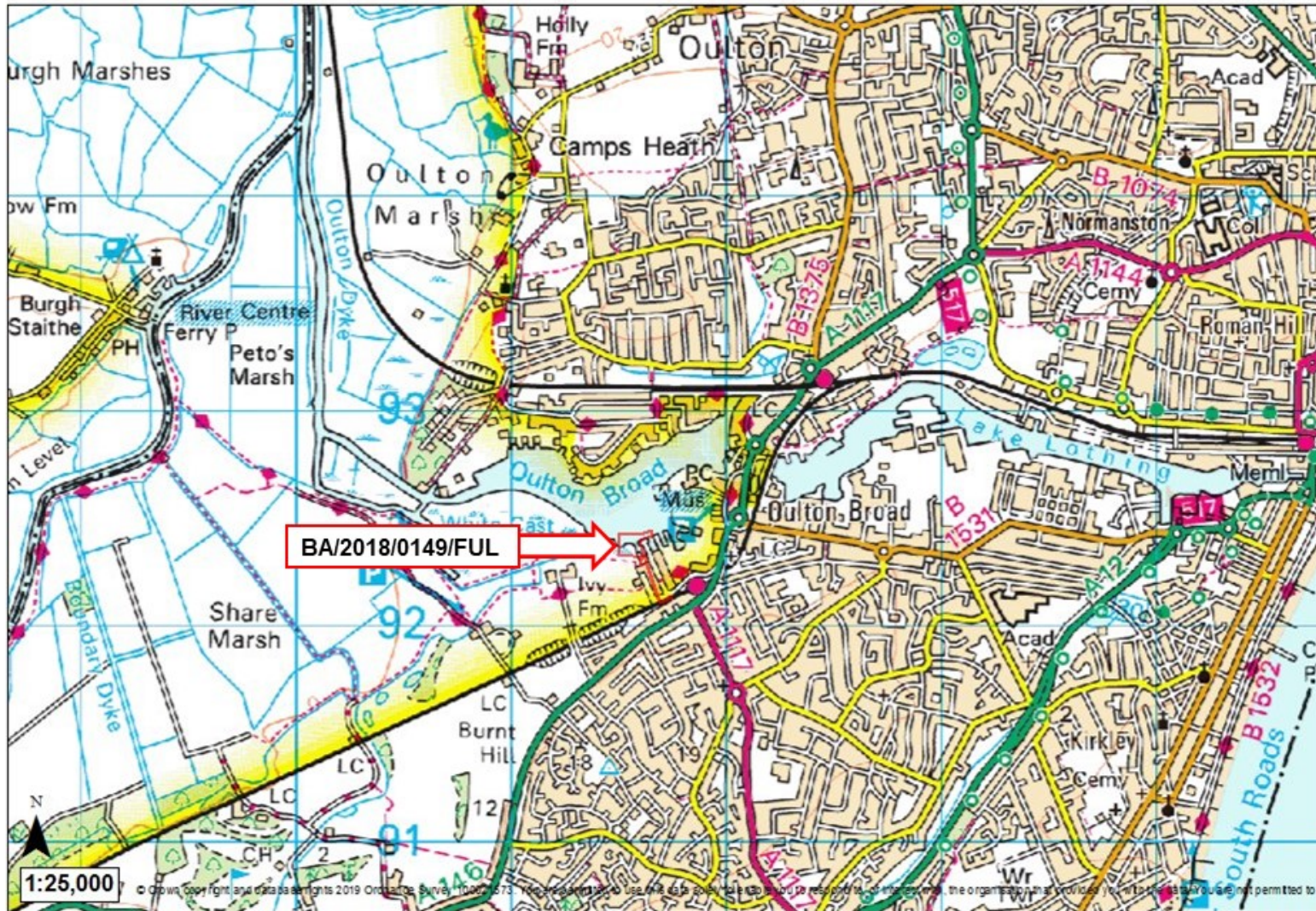
Reference:

BA/2018/0118/FUL

Location

Broadlands Marina, Marsh Lane, Oulton
Broad

BA/2018/0149/FUL Broadlands Marina



Application for Determination

Parish	Oulton Broad
Reference	BA/2018/0149/FUL Target date 12 July 2018
Location	Broadlands Marina, Marsh Lane, Oulton Broad
Proposal	Mooring pontoons to provide 54 private moorings as an extension to the existing Broadlands Marina on the southern side of Oulton Broad; provision of 4 new visitor moorings, removal of 30 private moorings and a section of jetty; creation of additional reedbed, and reinstatement of slipway and pump out facilities (revised scheme).
Applicant	Mr Paul Spriggins
Recommendation	Approve subject to conditions
Reason for referral to Committee	Major application and objections received

1 Description of the site and proposals

- 1.1 Broadlands Marina is situated on the southern side of Oulton Broad, adjacent to Tubby's Marina, and at the northern end of Broadland Holiday Village. The marina comprises 3 concrete jetties which project out from the quayside by approximately 62 metres, to the west of which is a slipway. Adjacent to this is a further jetty which is initially concrete with the remainder in timber, projecting out by approximately 78 metres. The existing marina provides moorings for up to 77 boats. Immediately west of the marina is a mooring cut within an area of reedbed. It features steel piling in a visibly poor state, the land around the edges is overgrown, and there does not appear to be an obvious access to this area. A further 70 metres to the west is a further mooring cut within the reedbed, this area is not piled and it is not clear how this area is accessed. Within the submitted planning statement under paragraph 2.2.1 it is asserted that the two reedbed mooring areas provide up to 30 moorings. The number of existing is therefore stated as 107.
- 1.2 Access via land to the marina is through Broadland Holiday Village, with parking provided at the northern end of the site within a designated car park. The site features a small sales office with decking area sited next to the access to the timber jetty.

- 1.3 This application was originally submitted to the Broads Authority in May 2018 for the installation of additional mooring pontoons at an existing marina. The scheme was presented to Planning Committee at the 09 November 2018 with a recommendation for a site visit, the visit took place on 30 November 2018. Following the site visit the application was amended to reduce the projection of the pontoons beyond the existing timber jetty from 16.6 metres to 7.5 metres, and the number of moorings provided by the pontoons from 70 to 54.
- 1.4 A fact finding site meeting was held on 20 September 2018 attended by Broads Authority staff, the applicants, and representatives from the NSBA, Oulton Broad Parish Council and the local Waveney and Oulton Broad Yacht Club. The yacht club requested data showing the surveyed depths of Oulton Broad and, this data demonstrated that the depth of the Broad where the moorings are proposed is sufficient for the purposes of navigation. The NSBA, Oulton Broad Parish Council and the local Waveney and Oulton Broad Yacht Club stood by their submitted comments regarding negative impact on navigation, a lack of separation to the Power Boat Racing Exclusion Area.
- 1.5 This application as amended is for the installation of an area of pontoons covering a general area of 97 metres (east to west) by 47 metres (south to north), sited to the immediate west of the existing marina. Access to the pontoons is via the concrete jetty which currently leads to the timber jetty, with the timber section of the jetty removed to make space for the pontoons, this would remove 12 existing moorings.
- 1.6 The proposed pontoon comprises an access walkway at a length of 88 metres which runs roughly parallel to the land, perpendicular to which are three sections of pontoon, the eastern and central pontoons are 45.7m long and the western pontoon is 36.5 metres long. The two longer sections provide up to 40 private moorings demarcated by finger jetties, the shorter section provides up to 14 private moorings demarcated by finger jetties. The total number of private moorings in this section would be 54 private moorings.
- 1.7 The projection of the pontoons into the Broad beyond the northernmost element of the existing marina is 7.5 metres.
- 1.8 In addition it is proposed to provide 52.2 metres of side-on visitor moorings (approximately 4 moorings) at the northern end of the existing marina.
- 1.9 In total 123 moorings would be provided at the marina, this comprises the 54 newly created private pontoon moorings, 4 newly created visitor berths, and 65 provided by the existing moorings. The application includes the removal of 42 existing moorings, so the net increase of mooring provision would be 16.
- 1.10 The application includes the provision of pump out facilities, located next to the proposed visitor moorings, and the re-instatement of slipway facilities. Electric hook-up facilities would be provided to the new moorings. The two areas of existing mooring within the reed bed area would be given up and those sections planted with reeds.

- 1.11 The projection of the pontoons into the Broad beyond the northernmost element of the existing marina would be 7.5 metres. Oulton Broad provides a powerboat racing exclusion zone and the proposed moorings would maintain a separation at a minimum of 28.7 metres to the exclusion zone.
- 1.12 It is noted that the area to the immediate south-west of the subject site is designated as a Site of Special Scientific Interest (SSSI), Broadland RAMSAR, Special Protection Area (SPA), a Special Area of Conservation (SAC). The distance from the proposed moorings to the designated sites is approximately 11 metres, this figure includes any moored vessels.

2 Site history

- 2.1 There is extensive planning history going back as far as 1974 relating to use, function, and building of the Broadland Holiday Village. The following are planning applications which relate to the area currently under consideration.
- 2.2 In 2002 planning permission was granted for the redevelopment of boatyard as extension to holiday village to provide extension to games room, children's play area, parking and servicing area (ref BA/2002/5245/HISTAP).
- 2.3 In 2003 retrospective planning permission was granted for provision of a mooring post (ref BA/2003/5246/HISTAP).
- 2.4 In 2017 pre-application advice was given in relation to proposed mooring pontoons (ref BA/2016/0227/PREAPP).

3 Consultation

Parish Council - Objection on grounds of impacts on navigation, appearance of the Broads landscape and views from Nicholas Everitt Park, and access.

NSBA - Objection on grounds of impact on navigation, adverse affect on safety of the navigation, lack of separation to powerboat racing area.

Waveney and Oulton Broad Yacht Club - Objection on grounds of impact on navigation, lack of separation to powerboat racing area, impact on existing swing moorings, poor access to site along Marsh Lane.

Sentinel Leisure Trust - Wrote in support of the application.

Natural England - No objection.

SCC Highways - No objection.

Environment Agency – No objection.

BA Navigation Committee - No objection to the amended application.

BA Waterways and Recreation - No objection subject to conditions.

BA Landscape Architect - Objection on grounds of location, scale and design of moorings.

BA Ecologist - No objection subject to conditions.

4 Representations

- 4.1 28 objections received on ground of impact on navigation, encroachment into the Broad, impact on Broads landscape, impact on ecology, impact on existing swing moorings, impact on views from Nicholas Everitt Park, and being contrary to the Broads Authority's three stated objectives.

5 Policies

- 5.1 Local Plan for the Broads (adopted 2019)

[Local-Plan-for-the-Broads](#)

SP6 - Biodiversity

SP7 - Landscape character

SP13 - Navigable water space

SP12 - Sustainable tourism

SP11 - Waterside sites

SP14 - Mooring provision

DM13 - Natural Environment

DM16 - Development and landscape

DM23 - Transport, highways and access

DM31 - Access to the water

DM32 - Riverbank stabilisation

DM33 - Moorings, mooring basins and marina

- 5.2 Other Material Considerations

Landscape Character Area 6: Waveney - Boundary Dyke, Barnby to The Fleet, Oulton

[Landscape-Character-Areas-1-8](#)

Marine Management Organisation - East Marine Plans

BIO2 - Environment Policy

EC1 - Economic Policy

ECO2 - Environment Policy

GOV1 - Governance Policy

GOV3 - Governance Policy

TR1 - Tourism and Recreation Policy

TR2 - Tourism and Recreation Policy

National Planning Policy Framework (NPPF)

[National-Planning-Policy-Framework](#)

Neighbourhood plans

5.3 There is no neighbourhood plan in force in this area.

6 Assessment

6.1 The proposal is for an area of mooring pontoons adjacent to an existing marina. The proposed pontoon comprises an access walkway at a length of 88 metres which runs roughly parallel to the land, perpendicular to which are three sections of pontoon, the eastern and central pontoons at 45.7m long and, the western one at 36.5 metres, providing a total of 54 private moorings. The proposal includes the provision of 52.2 metres of side on visitor moorings (approximately 4 berths), pump out facilities, the re-instatement of slipway facilities, electric hook-up to the new moorings, and the planting of two former mooring areas with reeds.

6.2 The main issues in the determination of this application are the principle of the development, impact on recreation and navigation, habitat and ecology, the Broads landscape, and highways access.

6.3 The proposed works would result in the provision of new moorings which would contribute to the network of facilities around the Broads system and in principle are considered acceptable. Proposals for new moorings are assessed against Policy DM33 of the Local Plan for the Broads which stipulates criteria (a) to (p) and these measures will be considered in turn.

6.4 Criterion (a) requires that the proposal has been designed to take account of the nature of the watercourse. The proposed moorings would take the form of floating pontoons which allows the moorings to respond to any variation in water depth, thus giving a reasonably consistent interaction between boats and the mooring they serve. The siting is away from the marsh/reed area which will benefit wildlife. The moorings are in effect an extension of the existing provision which ensures a concentration of this type of use in a particular area, rather than introducing an entirely new activity to a part of the watercourse. It is therefore considered that the proposal is acceptable with regard to criterion (a) of Policy DM33 of the Local Plan for the Broads.

6.5 Criterion (b) requires that the proposal has been designed to take account of the scale of tidal range. Oulton Broad is approximately 3 miles from the North Sea, separated by the outer harbour, inner harbour, and Lake Lothing. Between Lake Lothing and Oulton Broad is Mutford Lock which is a physical controllable barrier between the North Sea and Oulton Broad. The lock gates are a major control for the water level and flows on Oulton Broad and the separation of saline and fresh water. The Broads Authority manages the lock for the purpose of providing navigational access rather than as a tidal barrier, it does provide some control over water directly into the Broads system, however due to the links to the river system the Broad remains tidal.

6.6 The proposal is for floating mooring pontoons which would rise and fall with the change in water level and ensures that access to and from vessels is

maintained at a reasonably consistent level. It is therefore considered that the proposal is acceptable with regard to criterion (b) of Policy DM33 of the Local Plan for the Broads.

- 6.7 Criterion (c) requires that the proposal has been designed to take account of the character of the location. The overall character of the Broad is arguably quite different to the other broads in the system. This is a Broad which has a lot of built up areas, some imposing buildings, is passed by the A1117, and has comfortably the largest proportion of publicly accessible points onto a single broad. The Broad is alive with recreational activity, it is home to a sailing club, rowing club, and a water sports centre, whilst in the summer it hosts power boat racing, provides a good range of moorings, boat hire, and river tours. In short this is a well used, well accessed, and well loved broad. The proposed mooring in the context of the activity and development within and around the Broad is considered in principle to be appropriate to the existing character of the broad.
- 6.8 The potential impact on landscape character has been cited by a large numbers of the objectors to the original scheme, and those that responded to the amended scheme. In addition the Authority's Landscape Architect, whilst acknowledging the reduced scale of the scheme, has maintained an objection citing the scale of development into an area of open water (at approximately 4200 square metres), the extension being towards the more natural western end of the broad, the moorings concealing natural banks and reedbed, the moorings when viewed from Nicholas Everitt Park being seen against a natural backdrop which would have higher landscape impact and the cumulative impact of additional moorings.
- 6.9 It is further noted that the accuracy of the submitted photomontages has been raised and this point is accepted, however, an accurate assessment can be carried out without reference to these pictures.
- 6.10 The proposed mooring site is on the southern edge of the Broad at approximately the midpoint between Mutford Lock to the east and Oulton Dyke to the west. It is a location which is on the edge of the settled broad as defined in Landscape Character Area 6, this being the point where the built development, including the chalets and static caravans in the Broadland Holiday gives way to a more natural yet still somewhat formalised landscape, which in turn gives way to a more wild natural landscape appearance further to the west. The proposed moorings are not considered to unreasonably project beyond that landscape quality, particularly when considered within the Broad as a whole and how the various buildings, built form and uses have grown up within and around the Broad.
- 6.11 The character of the Broad fringe is varied. The northern side is predominantly developed with an increasingly urbanised appearance from west to east, and the eastern end down to Mutford Lock and The Boulevard continues this urban appearance. Nicholas Everitt Park has a softer appearance, but still maintains a controlled and urban appearance. To the south of the Park is the Oulton Broad Water Sports Centre and Lowestoft

Rowing Club where the character of the Broad shifts to some extent to more water based activity with the inclusion of extensive mooring areas. These areas are made up of Coleman's Dyke, Tubby's Marina, and the existing moorings at the subject site. This section of the Broad has the largest concentration of moored vessels.

- 6.12 Whilst there are numerous moorings along the northern and eastern broad edges, these are predominantly domesticated and are mostly within mooring cuts. There is a small concentration of moorings to the front of The Boulevard. From the eastern edge of Coleman's Dyke to the western edge of Broadland Marina is a continuous section of moorings predominantly on jetties which extend from the land into the Broad. There are two further areas to the west beyond the jetty mooring areas, these appear as large cuts into the marsh/reed fringe, one with a hard engineered edge and one with mooring posts. The proposal seeks to extend the area of moorings which protrude into Oulton Broad and would take up an area which extends as far westwards as the most western point of existing mooring, this being the second of the two large cuts.
- 6.13 When considered in relation to views coming into Oulton Broad from the west both from land and water, the development would appear as part of the existing mooring provision and would have minimal impact on the setting and character of the Broad. Views from the northern shore are from private gardens only, the combination of distance from the subject site, and the backdrop of caravan/chalet park along with residential development where the land rises to the south would ensure that for the most part there would also be minimal impact on the setting and character of the Broad and surrounding landscape.
- 6.14 Where the Broad extends eastwards towards Mutford Lock the site would be screened by Nicholas Everitt Park. It is views from the Park which give the closest land-based unobstructed views of the proposed development. There is some separation between the Park and the subject site at approximately 200 metres, but it would still remain an obvious presence in views. It is the site context which is a key point here. The proposed moorings are at the western edge of a large mooring area, so the presence of additional mooring would not appear out of place. The backdrop to the view from the Park is a low line of reeds and behind that a continuous band of trees. With boats moored in the foreground, views of this section of reeds would likely be mostly obscured, but a fully utilised mooring facility would not break the skyline or appear overbearing in the context of the landscape beyond it. Indeed the presence of the boats or their apparent size would diminish as the distance increases which further lessens the potential impact.
- 6.15 It is accepted that the moorings would be provided in an area which is not developed and so will have a visual impact to some extent. However, the level of the impact, taking into account the points raised above, is considered to be within a reasonable level. The applicants have worked to reduce the projection of the moorings into the Broad, with a measure beyond the existing marina reduced from 16.6m to 7.5m. From the position of the Park this would

not result in an unacceptable impact on views of the Broad or the land beyond the Broad. The immediate setting is a line of jetty moorings, the proposed moorings would be a reasonable extension to this when considered alongside the extent of existing mooring, and also minor when taking into account the size of the Broad and the breadth of view this allows both across the water and the surrounding land.

- 6.16 Views from within the Broad itself would be of a development which is of a scale comparable to the adjacent moorings, and with a backdrop which allows the scale of development to be of a lesser presence. For the majority of the Broad the backdrop would be either the existing moorings, the caravans and chalets within the Broadland holiday village, the housing to the south, and the numerous pockets and rows of trees. Closer up to the proposed moorings the moored vessels would have a greater presence, but again when viewed in the context of the existing moorings (of which this proposal would appear as an extension), any impact on the character and appearance of the Broad and surrounding landscape would be acceptable. It should also be noted that a reversion to full use of the existing mooring cuts into the marsh/reed area would still result in some level of impact in views from the Broad, along with the retention of the existing hard edge to one section.
- 6.17 There is a well used public footpath which runs along the land to the rear of the marsh/reed area; this is not part of the Angles Way footpath which is sited approximately 125 metres to the south, but the footpaths converge to the west, and this section of footpath provides the most direct route to Lowestoft. It also allows reasonable views of the Broad, and direct views of White Cast Marshes which forms part of the designated sites. Currently the appearance of the marsh/reed is undermined to some extent by the two areas of mooring, but as these areas would be planted with reeds this will improve the landscape appearance at this section. The view beyond will change the foreground from open water to the proposed moorings, however, taking into account the change from countryside to the settled area around the Broad, the moorings would not appear to conflict with the overall character of this section of the Broad and therefore are not unacceptable in terms of views from the land.
- 6.18 The proposed moorings will have an impact on the landscape of the Broad by virtue of bringing development into an undeveloped area, but the degree of this impact is considered to be acceptable taking into account the points raised above. Oulton Broad Parish Council are right to draw the attention of the Local Planning Authority to paragraph 172 of the NPPF which states that 'great weight should be given to conserving and enhancing landscape and scenic beauty in the Broads' as this is important in protecting the nature and quality of these assets. However, it goes on to state that 'the scale and extent of development within these designated areas should be limited' and it is considered that the proposed development reasonably falls within this definition. The scale of development, its layout and siting, the surrounding development, and topography and landscape of the areas to the background of the site, in addition to the size of the Broad in relation to the development footprint, contribute to making the proposal acceptable in terms of both the landscape appearance and landscape character of Oulton Broad. It is

therefore considered that the proposal is acceptable when considered against Policy SP7, DM16 and criterion (c) of Policy DM33 of the Local Plan for the Broads, and paragraph 172 of the NPPF.

- 6.19 Criterion (d) requires that the proposal has been designed to take account of the existing uses in the area. The mooring areas on this section of Oulton Broad have been in existence for numerous years, and this includes the two areas of mooring to the west of the main Broadlands Marina which are cut into the marsh/reed fringe. The proposal is a continuation of these established areas and to some extent does not take the siting of mooring provision any further west than the existing position. It is of a scale that is comparable to the existing mooring areas, and taking into account the angle of the moorings to the east, does not unacceptably protrude into the broad. It is therefore considered that the proposal is acceptable with regard to criterion (d) of Policy DM33 of the Local Plan for the Broads.
- 6.20 Criterion (e) requires that the proposal has been designed to take account of the future maintenance of the mooring method proposed. The proposed moorings are in the form of floating pontoons and finger jetties which, by their very nature, are floating decks which rise and fall with water level, and are affixed to steel tube piles which themselves are driven into the bed of the Broad. The design of such a mooring type allows for a reasonably straightforward maintenance of the floating portion. It is therefore considered that the proposal is acceptable with regard to criterion (e) of Policy DM33 of the Local Plan for the Broads.
- 6.21 Criterion (f) requires that the proposal has been designed to take account of biodiversity. For the purpose of this assessment, consideration will also be given to the adjacent designated sites. Supporting information submitted with the application includes a Document to Inform a Habitats Regulations Assessment, along with a Preliminary Ecological Appraisal, and a Mitigation and Enhancement Strategy. The submitted documents were reviewed by the Authority's ecologist and Natural England. No objections were raised to the proposal and it is the case that works to remove the two previous boat mooring areas and to reinstate to reedbed should ultimately provide an improvement to the existing habitats and biodiversity. In addition there would be a minor reduction in disturbance to the designated sites as the moorings are moved a small distance further away. It is therefore considered that the proposal is acceptable with regard to Policy SP6 and criterion (f) of Policy DM33 of the Local Plan for the Broads.
- 6.22 Criterion (g) requires that the proposal has been designed to take account of the requirements of the Water Framework Directive. The Environment Agency (EA) in their consultation response made a request for a Water Framework Directive Assessment, this was subsequently submitted by the applicants and was assessed by the EA who considered it to be acceptable in relation to the proposed scheme. It is therefore considered that the proposal is acceptable with regard to criterion (g) of Policy DM33 of the Local Plan for the Broads.

- 6.23 Criterion (h) requires that the proposal has been designed to take account of potential adverse impacts on navigation. This has been the most contentious element of the application in terms of objections received. Indeed the scheme as originally submitted was considered by Navigation Committee at their meeting on 14 June 2018 who voted unanimously that the application was unacceptable in terms of impact on navigation. The applicants considered the position presented by the Navigation Committee and chose to amend the scheme in order to seek a compromise which would overcome this objection. At their most recent meeting on 13 June 2019 the Navigation Committee raised no objection to the amended application.
- 6.24 It is acknowledged that other consultees have viewed the amended scheme and still raise strong objections, this includes the NSBA and two of the clubs located to the east of the site, namely the Lowestoft Rowing Club and the Waveney and Oulton Broad Yacht Club who argue that the proposal will adversely impact on the safety of the activities they enjoy. There were 28 objections to the original scheme, and although there have been less objections to the amended scheme it is still recognised that there are strong opinions raising concerns regarding impact on navigation.
- 6.25 Any application which proposes new moorings on a river or broad will have an impact on navigation to some extent, the measure therefore must be whether the degree of impact is unacceptable. Factors which can influence that evaluation are the location of the proposed moorings, the adjacent uses, the contours of the broad edge, and the nature of use of the area proposed.
- 6.26 The proposed moorings are located immediately adjacent to existing moorings and reasonably tight to the edge of the Broad, this limits the projection into the Broad. The adjacent moorings are at angle when considered against a line of longitude, this reflects the angle of the bank of the Broad at this point. The siting of the proposed moorings is at a point where the bank effectively 'straightens out', and the outline of the mooring area reflects this, being at an angle to the adjacent moorings. In addition there is a small projection of marsh/reed, and the edge of the Broad begins to curve in a more northerly direction, this has to some extent the effect of siting the moorings in a subtle bay which lessens its tangible projection into the Broad.
- 6.27 Even when taking this siting difference in angle into account, the proposed moorings do not project further into the Broad than the existing moorings to the east. With this in mind, it is considered that it cannot be concluded that the proposed moorings are sited in an area where they would result in an unacceptable impact on navigation. Were a craft to make use of the water space where the moorings are proposed, for most craft this would then involve having to effectively turn back toward the Broad in order to travel around the existing moorings. That is not to say that the development area is not used as navigable space, just that it is predominantly not an area which contributes to the active use of the navigable area.
- 6.28 The consultation responses and representations regarding the impact on navigation have been carefully considered, particularly regarding the safety of

craft using this area of the Broad. One point of contention with the original application was the proximity of the moorings to the power boat racing exclusion zone, this being at a minimum of 11.2 metres. The amended proposed has increased this separation considerably to a minimum of 28.7 metres. This is considered to be sufficient to allow for the safe passage of vessels between the moorings and racing exclusion zone taking into account the various needs of different vessel types. It is further contended that users of water bodies react to the varying characteristics, so suitable safe distances for fellow users will respond to the specific conditions; rowers for example will be give sufficient space with regard to the existing moorings, and the same consequence will occur with regard to any new mooring.

- 6.29 There is sufficient space in Oulton Broad to allow for the safe use by a range of users, and the proposed moorings, even where they project for a short distance beyond the adjacent moorings, will not undermine this situation. It is noted that Navigation Committee have responded positively to the amendments made to this scheme having previously objected. In addition the proposal has the support of the Authority's Waterways and Recreation officers. It is considered that the overall use of the navigable area would remain unchanged by the introduction of the moorings, there would still be sufficient width within which to manoeuvre boats when the racing exclusion zone is in place, as such it is considered that the reduced area of navigation would not present a hazard to users. The proposal is therefore acceptable when considered against Policy SP13, DM31, and criterion (h) of Policy DM33 of the Local Plan for the Broads, and does not undermine the statutory purpose of the Broads Authority, namely protecting the interests of navigation.
- 6.30 Criterion (i) requires that there is provision for an adequate and appropriate range of services and ancillary facilities, or adequate access to local facilities in the vicinity. The proposed mooring pontoons are located at an existing marina which has a limited range of facilities, including electric hook-up facilities to all new moorings, and a slipway and pump out for all marina users and visitors. The site is within a reasonable walking distance of local shops and services, and the town of Lowestoft is close by with good transport links from near the site. It is therefore considered that the proposal is acceptable with regard to criterion (i) of Policy DM33 of the Local Plan for the Broads.
- 6.31 Criterion (j) requires that proposed development would not prejudice the current or future use of adjoining land or building. The proposed moorings are complementary to the existing use at the Broadlands Marina site and at the neighbouring sites to the east. It is therefore considered the proposed moorings would not prejudice surrounding uses. The area of land to the south and south-east of the site are marsh/reed areas with the area to the south-east being a designated site. The proposal would add value to the area to the south in terms of removing the existing mooring cuts and additional areas of reedbed creation. The situation regarding the designated sites has been covered under criterion (f) above, the conclusion being that the proposal will prejudice the use of this land. It is therefore considered that the proposal is acceptable with regard to criterion (j) of Policy DM33 of the Local Plan for the Broads.

- 6.32 Criterion (k) requires that the proposed development would not unacceptably impact on the amenity of adjoining residents. The proposed moorings are sited a minimum of 280 metres from properties on the northern shore of the Broad and a minimum of 190 metres from Ivy House Hotel to the south-west of the site, these distances are considered sufficient to protect the amenity of residents in either location. There are holiday chalets and caravans on the Broadland Holiday Village, a site within the applicant's ownership. Taking into account the existing uses at that site, including Broadland Marina, along with the separation between the existing site and the proposed mooring, it is considered that the proposal would not undermine the amenity of the users of the adjacent site. It is therefore considered that the proposal is acceptable with regard to criterion (k) of Policy DM33 of the Local Plan for the Broads.
- 6.33 Criterion (l) requires that the proposal would not result in the loss of moorings available for visitor/short stay use, and criterion (m) requires that the scheme provide, manage, maintain and advertise new short stay moorings. There are currently no visitor/short stay moorings and as such no loss as a result of the proposed scheme. The calculation for the number of new visitor/short stay moorings required is based on number of moorings proposed. In this case, taking into account the loss of existing moorings, the net gain of provision would be 16 moorings and the policy therefore requires the provision of a minimum of 2 permanent visitor moorings. The proposal includes 52.5 metres for visitor/short stay use and, this is considered to be in accordance with the policy requirement. It is therefore considered that the proposal is acceptable with regard to Policies SP11, SP14, and criteria (l) and (m) of Policy DM33 of the Local Plan for the Broads.
- 6.34 Criterion (n) requires that there is adequate provision for car parking, waste and sewage disposal, the prevention of pollution. A reasonable sized car park is provided for users of Broadlands Marina which would be sufficient for the increase proposed. The proposed moorings are part of this well established marina and would utilise existing infrastructure which includes adequate provision waste and sewage disposal. The applicants have outlined efforts to prevent pollution which are considered adequate to address the requirements of the policy. It is therefore considered that the proposal is acceptable with regard to criterion (n) of Policy DM33 of the Local Plan for the Broads.
- 6.35 Criterion (o) requires the provision of pump-out facilities. The proposal includes the re-instatement of the redundant pump-out facilities which the applicants contend were allowed to fall into disrepair by the previous site owners. The pump-out facilities are sited adjacent to the proposed visitor moorings. It is therefore considered that the proposal is acceptable with regard to criterion (o) of Policy DM33 of the Local Plan for the Broads.
- 6.36 Criterion (p) requires the provision of an appropriate range of ancillary facilities on site (for example potable water, wastewater pumpout, and electricity) unless there is access to local facilities within walking distance. Electrical hook up is proposed for all moorings, along with pump-out facilities as discussed under criterion (o) above. The existing marina has some ancillary

facilities, and as noted under criterion (i) above, the site is also within a reasonable walking distance of local shops and services. It is therefore considered that the proposal is acceptable with regard to criterion (p) of Policy DM33 of the Local Plan for the Broads.

- 6.37 The other issue to be considered is highway access. The poor access to the site along Marsh Road has been raised by objectors. Suffolk County Council as Highways Authority responded to the proposal stating that “The junction of Marsh Road with Bridge Road could be considered to be sub-standard but a study of mapped Stats19 data indicates that this junction is not a injury collision cluster site. An additional 28 moorings are not likely to intensify the use of the junction to any level that would be likely to have an unacceptable impact on highway safety”. With this assessment in mind the proposal is considered to be acceptable in terms of highway safety with regard to Policy DM23 of the Local Plan for the Broads.

7 Conclusion

- 7.1 The proposed extension of the existing marina to provide floating pontoons for private moorings and provision of visitor moorings, pump out facilities and a slipway as part of the Broadlands Marina site, following submitted revisions to reduce the size of the new mooring area and its protrusion into Oulton Broad, is considered to be appropriately located, would not result in an unacceptable reduction in the navigable Broad, would not have an unacceptable impact on landscape appearance and character, and would not be detrimental to the adjacent designated sites. Consequently the application is considered to be acceptable with regard to Policies SP6, SP7, SP11, SP13, SP14, DM16, DM23, DM31, and DM33 of the Local Plan for the Broads (2019) and the National Planning Policy Framework (2018) which is a material consideration in the determination of this application.

8 Recommendation

Approve subject to conditions

- i. Standard time limit;
- ii. In accordance with submitted plans and documents;
- iii. Details of pontoons and safety features.
- iv. In accordance with Method Statement and Specifications;
- v. In accordance with Ecological Mitigation, Enhancements and Management Plan, and Ecological Appraisal;
- vi. Breeding nesting season - survey required before commencement;
- vii. Reedbed creation timing;
- viii. Removal of piling/quayheading and mooring posts to open water moorings;
- ix. Submission of evidence that all remnant piling has been removed;
- x. No mooring on areas shown on relevant plan;
- xi. Moorings use as prescribed; and
- xii. Details of signage for visitor moorings and services.

Informatives

- i. Environmental Permit;
- ii. Works Licence.

9 Reason for Recommendation

- 9.1 The proposal is considered to be in accordance with Policies SP6, SP7, SP11, SP13, SP14, DM16, DM23, DM31, and DM33 of the Local Plan for the Broads (2019) and the National Planning Policy Framework which is a material consideration in the determination of this application.

List of Appendices: Location Plan

Background papers: Application File BA/2018/0149/FUL

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