

Planning Committee

21 May 2021

Agenda item number 7.1

BA 2021 0128 FUL- Replacement quayheading (Retrospective) at Norfolk Broads Direct, Wroxham

Report by Senior Planning Officer

Proposal

Replacement of 95m of dilapidated quayheading with new sheet steel piling and associated timber quayheading furniture (retrospective).

Applicant

Mr James Knight, Norfolk Broads Direct Ltd, Norwich Road, Wroxham

Recommendation

Approve

Reason for referral to committee

The applicant is a member of the Broads Authority

Application target date

10 June 2021

Contents

1.	Description of site and proposals	2
2.	Site history	2
3.	Consultations received	3
4.	Representations	3
5.	Policies	3
6.	Assessment	4
7.	Conclusion	5
8.	Recommendation	5
9.	Reason for recommendation	5
	Appendix 1 – Location map	6

1. Description of site and proposals

- 1.1. The application site lies to the south of the main road through Wroxham on the west side of the River Bure and adjacent to Wroxham Bridge and the commercial centre of Wroxham and Hoveton. The application relates to part of the Norfolk Broads Direct site, which consists of large mooring basins, boatsheds and facilities supporting the hire boat and trip boat operations.
- 1.2. Within the site at the eastern end is a two storey building used as offices for the business at the frontage and with holiday lets behind. To the west of this is a large car park which runs parallel with Norwich Road for the length of the mooring basin which runs to the rear. The application relates to the quayheading along this section.
- 1.3. The quayheading amounts to 90m in total and the works have already been carried out. The quayheading consists of steel sheet piling with timber capping and whaling which matches the quayheading previously approved further along the basin in terms of material and height. Originally, the entire basin had quayheading at the same level, however due to the sinking of the land in the eastern corner the quayheading here had also sunk, so was at a lower level than that further west – ie it sloped down across the site from east to west. In undertaking the replacement, the new quayheading has been installed at the original level to match the remainder and the land to the rear, which forms part of the car park, backfilled.

2. Site history

Application Number	Description	Decision
BA/2012/0048/FUL	Demolition of both existing wet shed and small shed , re-alignment of quay heading and creation of small land area for re-location of existing shed	Approved with conditions
BA/2011/0085/FUL	Demolition of existing wet boathouse, erection of replacement wet boathouse with cruiser hire reception and storage in roof space with replacement and new quay heading.	Approved with conditions
BA/2010/0175/FUL	Recladding of existing boatshed building (to remove asbestos) and associated works	Approved with conditions
BA/2008/0395/FUL	Erection of canopy (proposed) and small shed for pumping equipment (retrospective)	Approved with conditions

BA/2005/3763/HISTAP	Demolitions of wet boatshed, toilets and engineering workshop. Extension of existing building for new toilets and under cover waiting area for charter boats	Approved with conditions
BA/2001/4070/HISTAP	1. Demolition of existing wet boatshed 2. Erection of new boat house with sail loft over and associated facilities	Approved with conditions
BA/1998/4337/HISTAP	Demolition of existing building and extension to existing car park	Approved with conditions
BA/1995/4503/HISTAP	Change of use of existing restaurant on ground floor to bedroom extension and additional flat	Approved with conditions

3. Consultations received

Wroxham Parish Council

3.1. No objections.

Environment Agency

3.2. No objections.

Norfolk County Council (NCC) Highways

3.3. No objections.

BA Rivers Engineer

3.4. There is no impact on navigation.

BA Environment Officer.

3.5. No objections.

4. Representations

4.1. None received.

5. Policies

5.1. The adopted development plan policies for the area are set out in the [Local Plan for the Broads](#) (adopted 2019).

5.2. The following policies were used in the determination of the application:

- DM5 Development and Flood Risk
- DM13 Natural Environment
- DM16 Development and Landscape

- DM23 Transport, highways and access
- DM43 Design

6. Assessment

- 6.1. The main considerations in the determination of this application are the principle of development, the design of the proposal and the impacts on the character of the area, flood risk and highways.

Principle of development

- 6.2 The application site is part of the large mooring basin which forms the operational base for the holiday boat business run by Norfolk Broads Direct. The basin is in year round use for mooring. The previous quayheading was in a poor condition and had failed in places, with water ingress to the rear. This in turn, exacerbated the sinking of the land comprising the car park and leading to uneven sections of ground which were prone to flooding. The works were intended to complete earlier works which had been granted planning permission and been undertaken further along the basin by the previous owner. The replacement of the existing quayheading which supports the mooring use here, is in principle acceptable.
- 6.2. Although throughout the Broads network the traditional material for quayheading is timber, there can be issues with the longevity of timber particularly in areas of water that are used frequently or have a high tidal range as these tend to deteriorate the material faster. The principal concern with the use of steel is the industrial appearance of the material and the potential this has to erode the traditional character of an area. However, in this instance, the site is located within an area with an industrial character and where steel has previously been approved and is prominent. The principle of using steel as a replacement for timber is therefore considered acceptable.
- 6.3. As part of the works, the replacement quayheading at the original height has allowed for the car park surface to be repaired to previous levels, with an increase in height of up to 150mm. This can be considered to be maintenance.

Impact upon the character of the area

- 6.4. The replacement quayheading utilises timber capping and whaling boards, which screens the top of the steel piling and softens the impact on the character of the area. The use of steel piling elsewhere in the vicinity, the extended life the steel piling has compared to timber, and the use of timber capping and whaling boards on the replacement quayheading contributes to the balance on which this application is determined on. The proposed development is not considered to be unacceptable in terms of design and on balance, the use of steel piling in this location with the capping and whaling boards being timber can be supported as there will be no adverse impact on the character and appearance of the area.

Other issues

- 6.5. The works have already been completed so the application is retrospective.
- 6.6. Concerns have been raised locally about the impact of the raised level of the quayheading and the car park to the rear on flooding of the road and adjacent footpath. The applicant has had discussions with the Highways Authority about works to ameliorate this long standing problem and various measures have been put in place, including non-return valves to drain the carpark surface. Whilst these concerns are recognised, it is noted that neither the Highways Authority or the Environment Agency has raised an objection to the application.
- 6.7. The proposal is therefore considered to be in accordance with Policies DM13, DM23 and DM5 of the Local Plan for the Broads 2019.

7. Conclusion

- 7.1. The replacement quayheading is considered to be an acceptable in this location and accords with the relevant policies of the Local Plan for the Broads 2019.

8. Recommendation

- 8.1. Approve in accordance with the submitted plans and documents.

9. Reason for recommendation

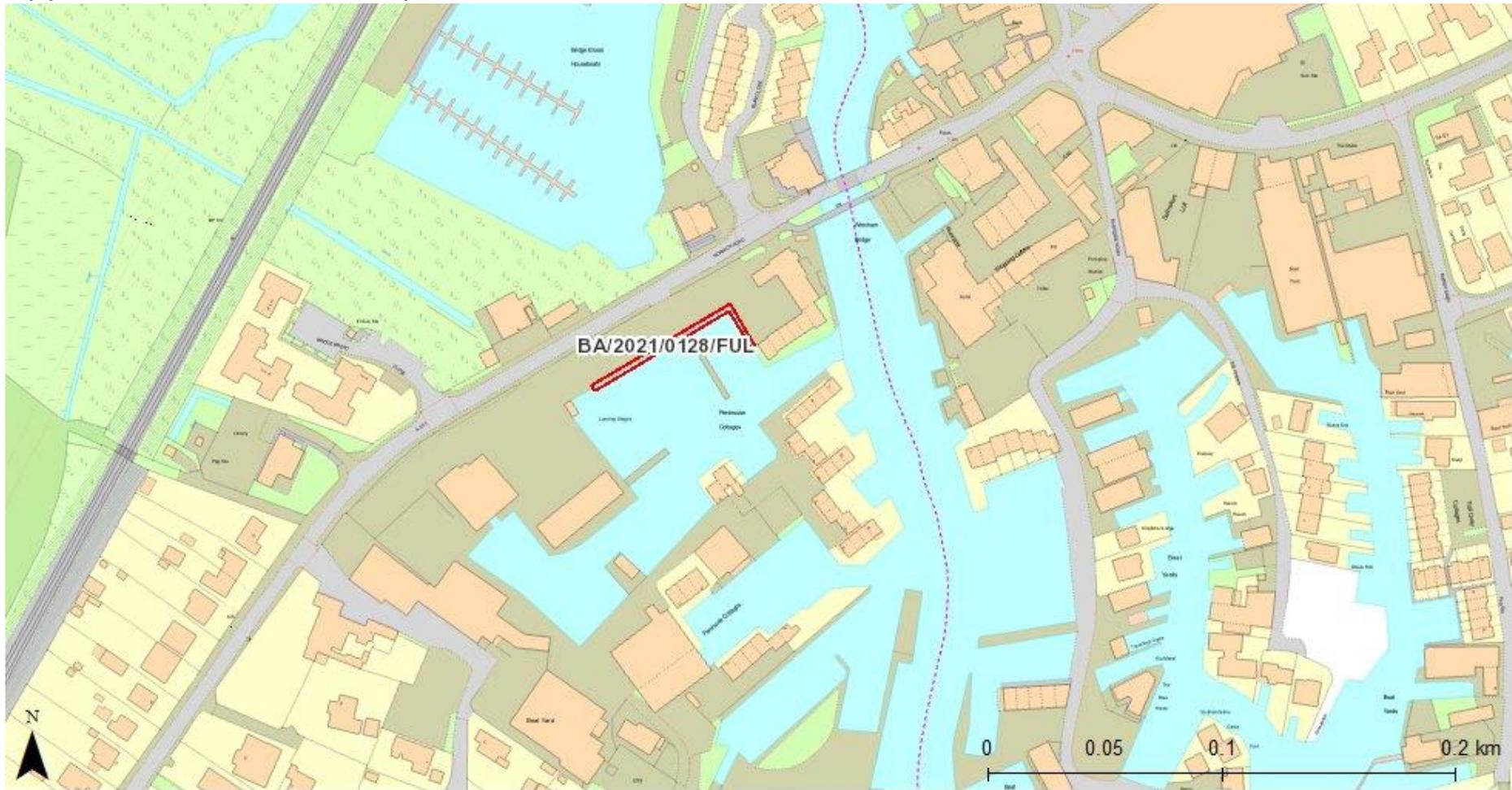
- 9.1 The application is considered to be in accordance with Policies DM5, DM13, DM16, DM23 and DM43 of the Local Plan for the Broads 2019.

Author: Cheryl Peel

Date of report: 10 May 2021

Appendix 1 – Location map

Appendix 1 – Location map



© Crown copyright and database rights 2020 Ordnance Survey 100021573. You are permitted to use this data solely to enable you to respond to, or interact with, the organisation that provided you with the data. You are not permitted to copy, sub-licence, distribute or sell any of this data to third parties in any form.