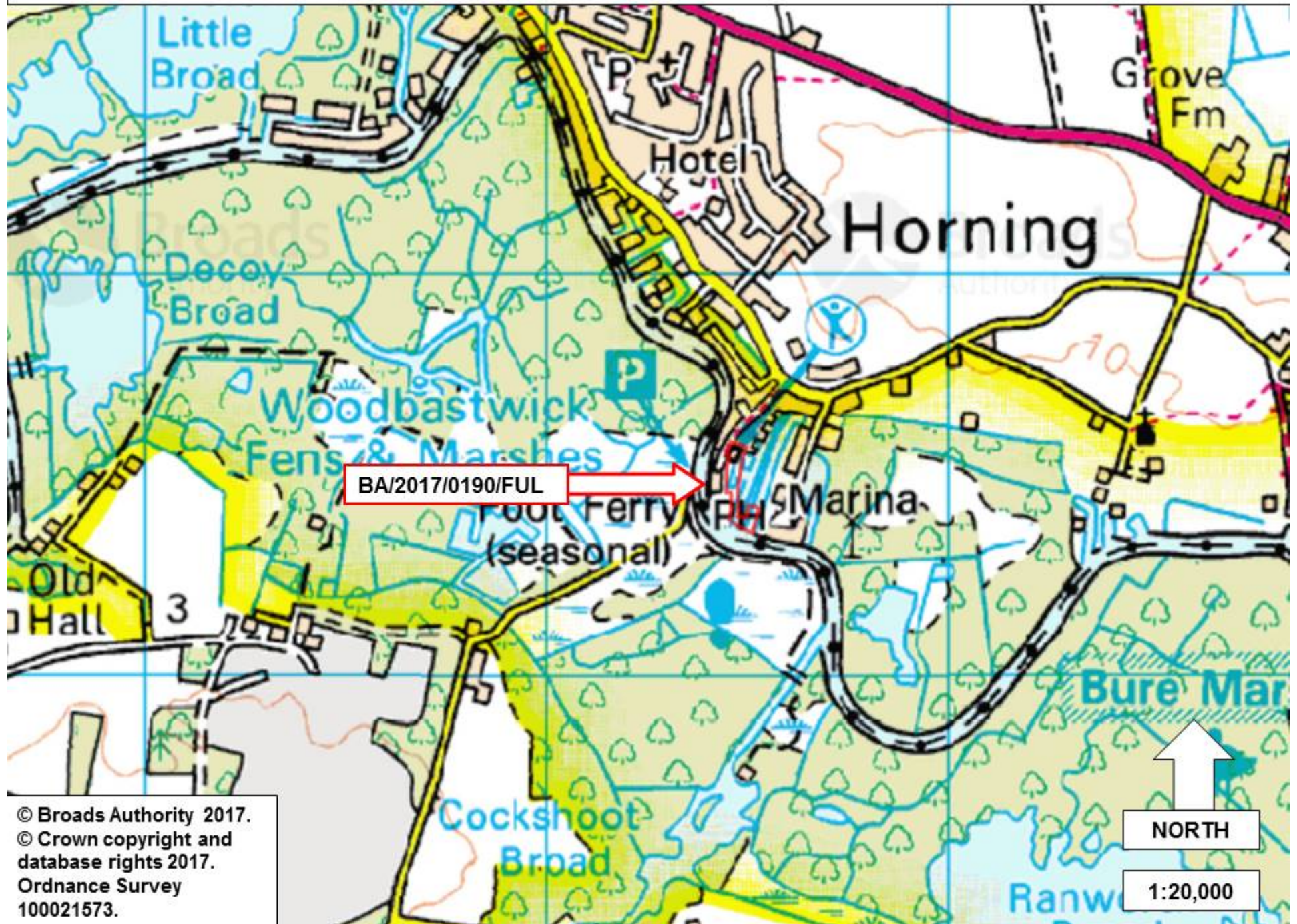


Reference:

BA/2017/0190/FUL

Location

Ferry Marina, Ferry Road, Horning



Application for Determination

Parish	Horning		
Reference	BA/2017/0190/FUL	Target date	3 August 2017
Location	Ferry Marina, Ferry Road, Horning		
Proposal	Extension to boatshed		
Applicant	Ferry Marina Ltd.		
Recommendation	Approve subject to conditions		
Reason for referral to Committee	A director of the company making the application is a Member of the Navigation Committee		

1 Description of Site and Proposals

- 1.1 The application site is a large boatyard at the eastern end of the village of Horning on the Rive Bure. The yard extends from the riverside northwards along the eastern side of Ferry Road towards School Road. A large boatshed for repairs and maintenance exists at the southern end of the site, nearest the river, and this building also houses the site reception and offices. North of this there are extensive mooring basins, with terraces of holiday dwellings around further basins nearest School Road. The site is outside the Horning development boundary and Conservation Area and in flood risk zone 3.
- 1.2 It is the large boatshed which is the subject of this application. It stands on an approximate north-south axis set back 15 metres from the river and with a large mooring dyke to the east and parking and moorings to the west. Boats also moor on the river frontage immediately south of the building. The dyke to the east gives access into the yard's basins and a parallel dyke accesses a number of holiday and other properties and moorings on Ferry View Road.
- 1.3 The boatshed measures approximately 16 metres by 29 metres in footprint, with single storey lean-tos at each end of the double height space at the centre which have a wet dock within. These lean-tos were an integral part of the original design. The lower parts of the walls have vertical green timber boarding, with horizontal black boarding above. The roof has a grey profile metal covering and the windows are white painted timber.
- 1.4 It is proposed to extend the boatshed on the northern side, furthest from the river. This would extend off the existing lean-to with a gabled roof at 90 degrees. In footprint, the extension would measure 10 metres by 13 metres and it would be

constructed in matching materials. Each elevation would have two high level windows and the north elevation would have two personnel doors. On the west elevation of the existing building, a new roller shutter door opening would be created to the double height space. The extension would occupy an area which is currently open grass used for informal storage and is surrounded by moorings on each of the three sides.

- 1.5 The extension would be used as additional workshop space and ancillary facilities to the boatyard.

2 Site History

- 2.1 In 2007 planning permission was granted for the conversion of an existing boatshed to four units of holiday accommodation and erection of replacement boatshed (BA/2007/0318/FUL). The replacement boatshed is the one subject of this application. This permission was subsequently amended to reduce the amount of land removed from the site (BA/2007/0210/COND).
- 2.2 In 2009 a small extension to the southern lean-to was permitted to enlarge the reception space (BA/2009/0303/FUL).

3 Consultation

Parish Council – Supports this application.

District Member – Can be determined by the Head of Planning (delegated decision).

Representations

Two neighbour representations have been received from owners/occupants of properties on Ferry View Road. One objects on the grounds it would affect their holiday let business by increasing noise and impairing the view. They consider the existing boatshed to be an eyesore out of keeping with the beauty and serenity of the River Bure and extending it would exacerbate this. They note there would be no increase in employment. The second notes the existing boatshed mars the marshland views and extending it would increase this. They consider removing the existing lean to roof and extending with one consistent roof would be preferable and hope that the Marina can be encouraged to plant some new trees on site.

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](#)

[Core Strategy Adopted September 2007 pdf](#)
[DEVELOPMENTPLANDOCUMENT](#)

CS1 – Landscape protection and enhancement
CS9 – Sustainable Tourism
DP2 – Landscape and Trees
DP4 – Design
DP29 – Development on Sites with a High Probability of Flooding
HOR7 – Horning – Boatyards, etc. at Ferry Road and Ferry View Road

- 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.

DP20 – Development on Waterside Sites in Commercial Use, including boatyards
DP28 – Amenity

Neighbourhood plans

- 4.3 There is no Neighbourhood Plan for this area.

5 Assessment

- 5.1 In terms of principle, this is an existing boatshed at a large, established boatyard and Policy DP20 allows for new development at such sites to meet operational requirements. The main considerations are therefore design, amenity and compliance with Site Specific Policy HOR7.
- 5.2 In design terms an extension to the existing building is also acceptable in principle and the scale and siting of the proposed extension would appear subservient to the existing building. It would be preferable for the extension to be delineated in some way so as to appear as a later extension to the existing building, particularly as the original design incorporated the lower lean-tos at each end to break up the bulk and minimise the visual impact of what is a large building in a prominent riverfront location. However the applicant and architect would prefer for it to match the existing building and appear as if it were always part of it and this is not unacceptable.
- 5.3 It is noted a neighbour would prefer to see one consistent roof form over the extension and existing lean-to. This would result in a single gable form on the north elevation, rather than a gable coming off a lean-to, thus reducing the mass of roof seen from this aspect. The rationale for this is understood, however it is not considered it would significantly reduce the mass of the extended building nor increase any views beyond the building.
- 5.4 Overall the scale, form and materials as proposed are considered acceptable and whilst some delineation in the detailed design would be preferable, the cohesive design and its visual mass are not unacceptable. The addition of a roller shutter to match the existing on this substantial commercial boatshed is also considered appropriate. On balance, the proposal is acceptable in accordance with Policy DP4.

- 5.5 With regards amenity, the nearest dwellings are those on Ferry View Road approximately 65 metres to the east. The proposal, and the resultant additional space, would not change the processes carried out in the building and it is not considered it would generate any significant or unacceptable additional noise or activity. There would be no overlooking or loss of privacy from the extension and with the distance to the neighbouring dwellings, it is not considered it would have any overbearing impact. It is appreciated the erection of the original building resulted in a different outlook to these dwellings and some loss of the view across to the marshes south of the river, however this is a private view and therefore not a material consideration, but in any case it is not considered the proposal would significantly affect this outlook or the visual amenity of the area. The proposal is therefore considered acceptable in accordance with Policy DP28.
- 5.6 With regards new development in this area, Site Specific Policy HOR7 states it should include appropriate measures to manage the risk of water pollution. It is also identified there is a high flood risk here and that there should be no new connections to the public foul drainage system. In accordance with the policy new development should incorporate significant landscape planting to help soften the appearance of the area, integrate it into the wider landscape and support wildlife and biodiversity.
- 5.7 The extension would not accommodate any new processes and existing systems would be used to manage water pollution risks. No extra toilets are to be provided and no new connection to the public sewer would be required. The existing floor level would be carried through to the extension and measures are proposed to manage flood risk to electrical wiring. This is in accordance with Environment Agency standing advice and the proposal is acceptable in respect of flood risk.
- 5.8 No landscaping is proposed in the application. The architect notes there would be very little space around the extended building to accommodate any planting, that any available space is used extensively for servicing boats and manoeuvring vehicles and equipment and that new planting has recently been carried out around the marina. The new planting is ornamental planting in pots and whilst this softening addition is welcomed, it is temporary and does not make a landscape contribution. It is appreciated there would be little space around the extension and that open external space is required for operational reasons. Having visited the site it is, however, considered that there is some space on the river frontage where new landscaping could be provided without adversely impacting on the site's operations and this would achieve the Policy's objective of softening the appearance of the wider area. It should also be noted an objector would welcome this. A condition requiring a landscaping scheme is therefore considered necessary in accordance with Policies HOR7 and DP2. Subject to this, the proposal is acceptable in accordance with Policy HOR7.

6 Conclusion

- 6.1 It is proposed to add a subservient extension to an existing substantial commercial boatshed. On balance, the extension is considered acceptable in design and it is

not considered it would result in any unacceptable impacts on amenity. Subject to a condition requiring a landscaping scheme, the proposal would comply with the objectives for the area set out in Policy HOR7.

7 Recommendation

Approve subject to conditions

- (i) Standard time limit
- (ii) In accordance with approved plans
- (iii) Matching materials
- (iv) Landscaping scheme

8 Reason for recommendation

The proposal is considered acceptable in accordance with Policies CS1 and CS9 of the adopted Core Strategy (2007), Policies DP2, DP4, DP20, DP28 and DP29 of the adopted Development Management Policies (2011), Policy HOR7 of the adopted Site Specific Policies (2014) and also the National Planning Policy Framework (2012) which is a material consideration in the determination of this application.

9 Note by Solicitor and Monitoring Officer

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 5th July 2017. 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.

List of Appendices: Location Map

Background papers: Application File BA/2017/0190/FUL

Author: Maria Hammond
Date of Report: 5 July 2017

BA/2017/0190/FUL- Ferry Marina, Ferry Road, Horning, Norfolk

