

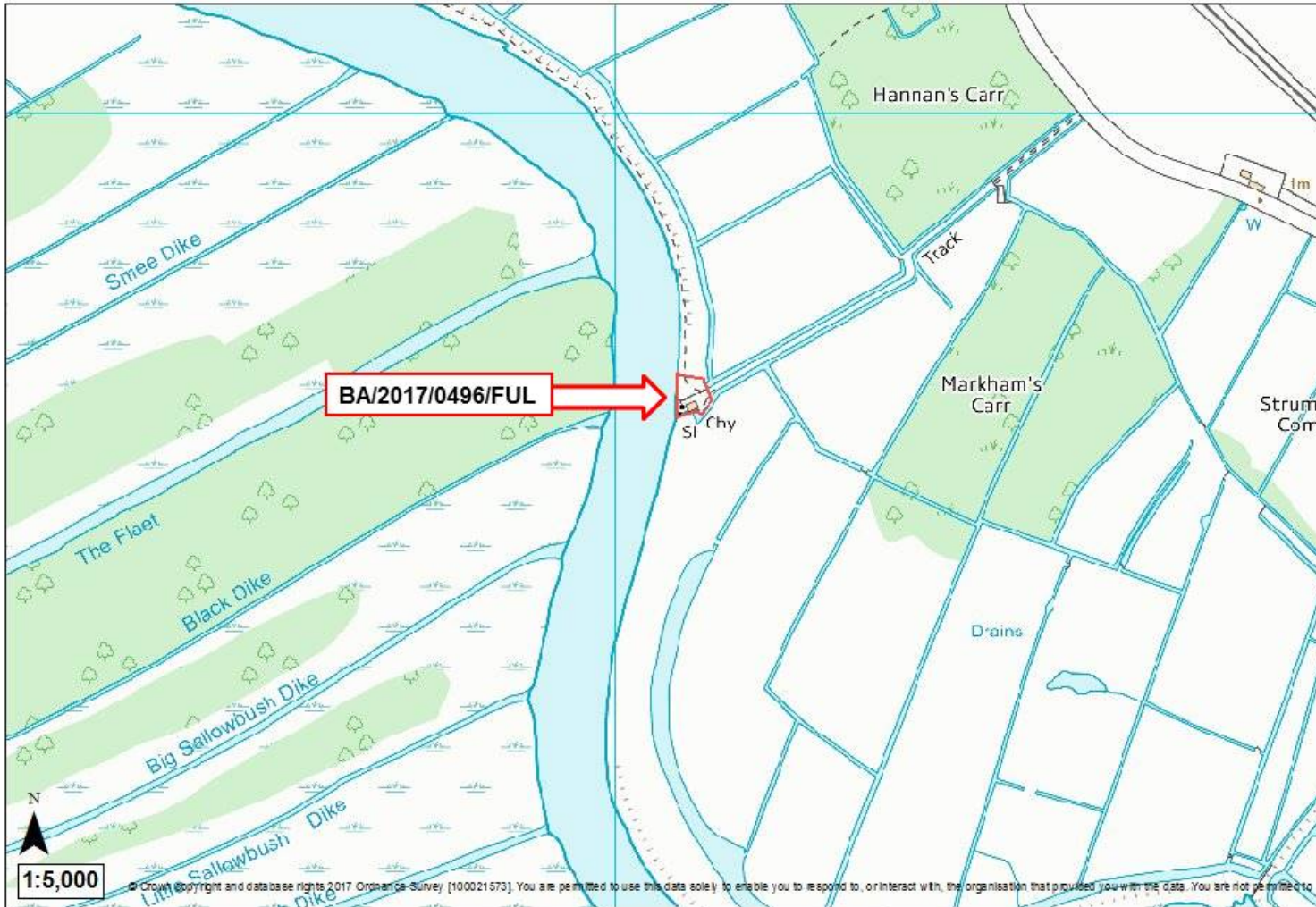
Reference:

BA/2017/0496/FUL

Location

Pumping Station, Low Road, Strumpshaw

BA/2017/0496/FUL - Pumping Station Strumpshaw



Application for Determination
Report by Planning Officer (Compliance and Implementation)

Target Date	16 February 2018
Parish:	Strumpshaw Parish Council
Reference:	BA/2017/0496/FUL
Location:	Pumping Station, Low Road, Strumpshaw
Proposal:	Works to chimney, the engine house, moving of irrigation pump and landscaping in the area
Applicant:	Ms Sarah Burston for RSPB
Recommendation:	Approve subject to conditions
Reason for referral to Committee:	Director discretion

1 Description of Site and Proposals

- 1.1 The application site sits within Strumpshaw Fen RSPB Reserve. Strumpshaw Fen sits on the north east bank of the River Yare, to the south of Brundall. Strumpshaw Fen is a rural site which operates as a popular nature reserve with visitor trails, hides and a small visitor centre and forms part of a Site Special Scientific Interest (SSSI), RAMSAR Site, Special Area of Conservation (SAC), Special Protection Area (SPA) and is a National Nature Reserve (NNR). The reserve is accessed via a carpark which sits to the north east of the site, on the opposite side of the Norwich to Lowestoft rail line which runs through the north east side of the reserve. To the south of the site sits a Locally Listed steam engine house and chimney and whilst a private track, which is suitable for vehicles, runs down from Station Road to the steam engine house and chimney, the public can only access them by private footpaths within the reserve.
- 1.2 The subject of this application is the Locally Listed steam engine house and chimney. The complex was constructed in the 1890's and consists of a tall octagonal chimney sat on a square plinth base and a large, broad, single storey engine house. The chimney and engine house are predominantly

constructed by gault bricks and the engine house has a corrugated cement fibre sheet roof. Both the chimney and the engine house contain high quality cast iron work, including windows, patress plates, and a chimney cowl. The building was used to pump water from the marshes via steam and then later a diesel pump and therefore illustrate the development of pumping techniques over time. The buildings are now used as an informal store. Visually, the buildings are in a state of disrepair and neglect.

1.3 The proposals include:

- Repair works to the chimney including straightening up and underpinning;
- Repair works, replacement roof, and erection of an open sided lean-to extension to the engine house (approximately 7.9m x 2.5m x 2.5m);
- Repair works to the drainage lane;
- Moving of an irrigation pump and install hardstanding for pump;
- Landscaping and interpretation to improve access;
- Temporary works compound for work vehicles and materials, to be situated off Station Road (approximately 430m to the north east of the engine house).

1.4 The above works are proposed to be undertaken under the Heritage Lottery Funded (HLF) scheme Water, Mills and Marshes. Over the course of the project the HLF partnership will be submitting applications to the Broads Authority as Local Planning Authority to seek to repair and restore a number of vulnerable drainage windmills and pumps within the Halvergate area. This is the first application to be submitted.

2 Site History

2.1 BA/2004/3867/HISTAP- Flood defence works including bank strengthening, bank re-alignment, soke dyke excavation, temporary site compounds and access and associated engineering works- Approved subject to conditions

3 Consultations

3.1 Consultations received

Parish Council- to be reported orally

District Member- to be reported orally

Broads Society- to be reported orally

Highways- no objection subject to conditions covering the submission of a Construction Traffic Management Plan and restricting construction vehicles to the agreed Construction Traffic Access Route.

Historic Environment Services at Norfolk County Council - Based on currently available information the proposed development will not have any significant impact on the historic environment and we do not wish to make any recommendations for archaeological work.

Environment Agency- to be reported orally

Natural England- to be reported orally

Network Rail- to be reported orally

3.2 Representations received

None received at the time of the writing of the report.

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.

[Development-Plan-document](#)

DP1 Natural Environment

DP2 Landscape and Trees

DP4 Design

DP11 Access on Land

DP27 Visitor and Community Facilities and Services

DP28 Amenity

DP29 Development on Sites with a High Probability of Flooding

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.

Development Management Policies 2011-2021

DP5 Historic Environment.

- 4.2 Neighbourhood Plan

[Strumpshaw Neighbourhood Plan](#)

- 4.3 Material considerations

[NPPF](#)

5 Assessment

- 5.1 The key issues in the determination of this application are the principle of the development and the impact on the historic environment and the local landscape.

Principle

- 5.2 In terms of an assessment, the steam engine house and chimney forms one of a group of drainage mills and pumps making a significant contribution to the drained marsh and cultural heritage of the Broads area, both cumulatively and individually. This example is particularly rare containing 1 of the only 3 surviving brick chimney stacks associated with steam-driven drainage pump within the Broads. The engine house and chimney form a well-known and significant positive landscape feature within Strumpshaw Fen, being visible from the Wherryman's Way and by boat traffic on the River Yare. Works to secure the retention of such an important and visually prominent building is welcomed. Essentially, the proposal seeks to improve the longevity of a historically significant building in the Broads, which in turn will improve the likelihood that the building is available for future generations to enjoy. The principle of the proposal is therefore welcomed and consistent with the National Planning Policy Framework and Policy DP5 of the Development Management Policies DPD (2011).

Historic Environment

- 5.3 Turning to the detail of the proposal, heritage assets are a finite resource and inappropriate alterations can be irreversibly damaging to such sensitive historic buildings. It is therefore important to ensure that the repairs and alterations proposed are appropriate. The application was supported with a robust Heritage Statement and Impact Assessment which goes into detail of the repairs and alterations proposed.
- 5.4 In terms of the chimney itself, it currently sits at an angle; this is thought to be due to the instability of the soft peat on which it stands. Whilst the chimney is not currently dangerous whilst static, there are concerns that strong winds could topple the chimney into the River Yare. The proposals therefore include the underpinning of the chimney and the straightening of the tower. Although underpinning can be rather intrusive to historic buildings generally, the proposal includes the use of screw piles which are a less intrusive form of underpinning, cause less soil displacement and is particularly appropriate where vibration could cause damage to adjacent structures. The underpinning is therefore considered an appropriate intervention especially given the alternative of losing the chimney all together. The straightening of the tower, which is to be achieved by a system of jacks and scaffolding, will also help secure the structure's longevity and is welcomed. The repairs proposed to the brickwork and iron cowl at the top of the chimney are considered to be minor, and acceptable subject to appropriate details being conditioned.
- 5.5 Repairs to the engine house include the removal and replacement of the roof structure and covering. Whilst repairs will be achieved where possible, largely a replacement timber roof structure is required due to the existing roof structure being fire damaged. The existing corrugated cement fibre sheet roof is a later addition and is coming to the end of its useful life. The proposal is to replace the roof with a timber roof structure and a similar corrugated metal sheet roof which will secure the longevity of the building and is welcomed. The

replacement roof is therefore considered acceptable subject to the details being conditioned. Repairs to the engine house include the opening up and repairing of the existing iron windows and works to the brickwork, concrete floor, and drainage lane, all of which are also considered acceptable subject to details which can be covered by planning condition.

- 5.6 In terms of the proposed extension to the engine house, the proposed lean-to extension encloses an area which has been historically roofed and used as a coal store. The lean-to is proposed to be of a simple design and lightweight materials which would be visually and functionally subservient to the existing engine house and therefore considered acceptable. In addition the lean-to will act as a shelter for visitors who will be able to enjoy the engine house and chimney in inclement weather, or act stop off on a long walk around the reserve, which is welcomed.
- 5.7 There will be some minor groundwork required as a result of this proposal, however the Historic Environment Services team at Norfolk County Council, as statutory consultee, do not consider these to be significant or to require a condition or watching brief. The impact on archaeology is therefore considered acceptable.
- 5.8 The proposal includes the installation of interpretation of the site and whilst the details of this have not been submitted (and will be covered by planning condition), this element is particularly welcomed. Interpretation enhances people's understanding of the historic environment and in turn increases an affinity and appreciation for it. The details will be conditioned and the interpretation will form part of the overall interpretation of the Water, Mills and Marshes project.
- 5.9 Overall, the impact on the Historic Environment is considered to be consistent with the National Planning Policy Framework and Policy DP5 of the Development Management Policies DPD (2011).

Landscape

- 5.10 In terms of the impact on the landscape, the engine house and chimney complex is a significant landscape feature and works to secure the retention of this feature in the Broads landscape is welcomed. The proposal includes some additional landscaping around the engine house, as well as a small bridge across the dyke, ramp down from the riverbank, interpretation, storage area, lighting, hardstanding for the re-located irrigation pump, and some hard and soft landscaping. These details have not been submitted and whilst in principle are considered acceptable, it is considered the details should be conditioned to be agreed prior to commencement. Subject to prior approval of details, it is considered that the impact on landscape is considered acceptable.
- 5.11 The re-location of the irrigation pump to the more visually subservient south side of the building is welcomed.

- 5.12 The works compound would be located off Station Road (approximately 430m to the north east of the engine house) and would be temporary whilst the works to the engine house are to be undertaken. The field, which is proposed to hold the temporary works compound, is grassed and has a geotextile mat covering, so no additional hardstanding will be required. There is limited space at the engine house itself and by having a works compound elsewhere will limit disturbance, as well as reducing any risk associated with ground compaction. Although the works compound is proposed to be temporary it is considered appropriate to condition its removal and the restoration of the land back to its original condition on cessation of the works. Subject to the recommended conditions the use of a temporary works compound, in landscape terms, is considered acceptable. Please see point 5.16 below for an assessment into the temporary works compound and access.
- 5.13 The impact on the landscape is considered to be consistent with the National Planning Policy Framework and Policy DP2 of the Development Management Policies DPD (2011).

Ecology

- 5.14 Although the site is located in a very sensitive area in ecological terms the proposals are not considered to impact on any of the special designations relating to the site. Natural England's comments are awaited on this however and the members will be updated verbally. A Protected Species Survey was submitted with the application. Although no bats were found to be using the structure, they are known to use the woodland and dark river area near the site and it therefore it is considered appropriate that any new lighting should be restricted by condition. Given the possibility of nesting birds using the site, the timing of the work should be restricted or the site checked by a suitably qualified ecologist prior to the works taking place. Given the wetness of the site and closeness to water reptiles and amphibians may use the site, it is therefore considered appropriate to condition details of the works to limit the possibility of disturbance. In addition to the above, Policy DP1 seeks appropriate biodiversity enhancements on development such as this which should also be conditioned. Subject to the above recommended conditions the impact on ecology is considered acceptable.
- 5.15 The impact on ecology is considered to be consistent with the National Planning Policy Framework and Policy DP1 of the Development Management Policies DPD (2011).

Access

- 5.16 The main RSPB visitor carpark sits away from the application site and will not be used by the contractors who undertake the works to the pump house and chimney. The temporary works compound is proposed to be used to store contractor's vehicles and materials whilst works to the pump house and chimney are undertaken. Materials will be driven down from the compound to the pump house to be dropped off and used. Vehicles using the compound, and accessing the pump house directly, will need to cross a manned rail

crossing to the west of the site. It is however, considered that the use of the site compound will reduce the amount of movements required over the manned rail crossing and the disruption will only occur for a period whilst the works take place, it is therefore considered that the impact on the manned rail crossing will be minimal and can be mitigated. However, the comments from Network Rail are awaited and members will be updated verbally on this.

- 5.17 It is considered that there will be a small amount of disruption to the local minor road network whilst the works are undertaken. It is considered that the use of the works compound will restrict the amount of disruption however. Highways have no objection to the proposal subject to the imposition of conditions relating to the covering the submission of a Construction Traffic Management Plan and restricting construction vehicles to the agreed Construction Traffic Access Route. After the works are complete the compound area will be removed and it is considered that there will be no additional impact on the highways as a result of the proposal.
- 5.18 The impact on access and highways is considered to be consistent with the National Planning Policy Framework and Policy DP11 of the Development Management Policies DPD (2011).

Flood Risk

- 5.19 Although this site is within Flood Risk Zone 3b, the works are minor, comprising mainly repairs and it is not considered that they would adversely affect flood risk. The lean-to will remain open which means flood waters will not be restricted. It is therefore considered that there will not be any adverse impact on flood risk as a result of the proposals, in accordance with policy DP29 of the Development Management Policies DPD (2011).

Amenity

- 5.20 The engine house and chimney complex, whilst prominent in the landscape, sits in isolation and away from any residential development. The works compound on Station Road is proposed to be approximately 130m away from a residential property. There will be a visual and noise impact associated with vehicles using the site and materials being stored, however the impact of this will be temporary. The works are predicted to take approximately 12 months, and the site is proposed to be put back to the original condition upon completion. It is therefore not considered there would be any significant adverse impact on neighbouring amenity as a result of the proposals, in accordance with policy DP28 of the Development Management Policies DPD (2011).

6 Conclusion

- 6.1 To conclude, the proposal seeks to improve the condition and longevity of a historically significant building in the Broads, which in turn will improve the probability that the building is available for future generations to enjoy. The

methods proposed to secure the longevity of this building are considered appropriate subject to the recommended conditions proposed. The development is therefore welcomed and recommended for approval subject to the conditions outlined below.

7 Recommendation

Approve subject to conditions:

- i. Standard time limit
- ii. In accordance with approved plans
- iii. Brick repair to be undertaken in accordance with submitted Repair Strategy
- iv. Cowl detail to be submitted
- v. Any damage created as a result of the work will be repaired as agreed by LPA
- vi. The works compound will cease 1 month following completion of the works
- vii. The land at the works compound will be put back to original condition within 3 months following completion of the works
- viii. All new materials and treatment to be agreed
- ix. Joinery and ironwork details to be agreed
- x. Rainwater goods to be agreed
- xi. Location and details of Interpretation to be agreed
- xii. Lighting to be agreed
- xiii. Hard and Soft landscaping to be agreed
- xiv. Biodiversity Enhancements to be agreed
- xv. Construction Traffic Management Plan and Access Route to be agreed
- xvi. All traffic to comply with Construction Traffic Management Plan and Access Route agreed

8 Reason for Recommendation

- 8.1 The proposal is considered acceptable in accordance with Policies DP1, DP2, DP4, DP5, DP11, DP27, DP28 and DP29 of the adopted Development Management Policies DPD (2011), the National Planning Policy Framework (2012) and the general ethos of the Strumpshaw Neighbourhood Plan (2014) which is a material consideration in the determination of this application.

Background papers:

BA/2017/0496/FUL

[2015 – Easy Access to Historic Landscapes - Historic England](#)

[2015 - Easy Access to Historic Buildings - Historic England](#)

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Date of report:

17th January 2018

Appendices:

Appendix 1 – Map

BA/2017/0496/FUL - Pumping Station Strumpshaw

