

Application for Determination

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| Parish | St Olaves | | |
| Reference | BA/2012/0347/FUL | Target date | 08.01.2012 |
| Location | Johnsons Yacht Station, Beccles Road, St Olaves | | |
| Proposal | Proposed widening of central bay to accommodate marine travel hoist and raising roof of lean-to roof to match construction and heights of main building. Addition of windows to west elevation. | | |
| Applicant | Mr Luxford | | |
| Recommendation | Delegate to officers | | |
| Reason referred to Committee | Third Party Objection | | |

1 Description of Site and Proposals

- 1.1 The site contains a large industrial boatyard, Johnsons Boatyard, sitting on the west bank of the River Waveney in St Olaves. The boatyard sits to the immediate south of Halvergate Marshes Conservation Area. Residential dwellings line the east bank of the River Waveney and St Olaves Marina sits to the immediate west. The Beccles Road abuts the northern boundary of the site, and beyond the road another boatyard exists. In terms of the application site itself, a large, industrial sized boatshed sits along the western boundary. The boatshed is twin-gabled on the north-south axis and has three roller shutter doors to give access in the east elevation. The boatshed is approximately 34m long by 18m wide and 9m to the ridge, and constructed in green profiled cladding. A single storey lean-to sits on the south elevation. A large gravelled, dry boat storage area sits to the east. Hard engineered banks facilitate mooring at the river, which bound the site to the east.
- 1.2 The proposal is for the widening of the central bay by bringing this forward by 4m, increasing the height of the roller shutter door by 1.5m and providing a new roof which links to the existing ridge. The purpose is to gain higher access into the existing boatshed. The proposal also involves a first floor extension of an existing lean-to on the southern elevation, and the installation of additional windows on the western elevation. The materials are to match the existing building.

2 Site History

BA/2007/3237/HISTAP - Single storey and first floor extensions to existing boatshed to form manager's accommodation. Approved subject to conditions.

3 Consultation

Broads Society - No objections.

Parish Council - Awaiting response.

District Member - Awaiting response.

Highways (Norfolk County Council) - No objections.

Archaeology (Norfolk County Council) - No recommendations for archaeology work.

Environment Agency - Standing advice applies as water compatible development. Recommend 'River Consent' informative as consent from the Environment Agency may be required.

4 Representation

1 x Neighbour objection with concerns over:

- been developed far too extensively;
- already large ugly buildings, noisy cranes, excessive concreting which has lead to flooding, ugly fencing, huge advertisement boards all contribute to the despoiling of the village;
- no more development should be allowed;
- Extension will make situation worse.

5 Policies

5.1 National Planning Policy Framework (2012)

<http://www.communities.gov.uk/documents/planningandbuilding/pdf/2116950.pdf>

5.2 Core Strategy (2007)

[Core Strategy \(Adopted Sept 2007\).pdf](#)

CS1- Protection of Environmental and Cultural Assets

CS22- Preservation of Employment Sites

CS23- Waterside Employment Sites and Services.

5.3 Development Management Plan DPD (2011)

[Core Strategy \(Adopted Sept 2007\).pdf](#)

DP4- Design

DP20- Development on Waterside Sites in Commercial Use, including Boatyards

DP28- Amenity.

6 Assessment

6.1 The main issues to consider in the determination of this application are: the principle of the development, design, impact on the designated heritage asset (Halvergate Conservation Area), impact on flood risk, impact on highways, impact on archaeology, and impact on neighbouring amenity.

6.2 *Principle*

Given the contribution boatyards make to the Broads, policies seek to help protect and retain such uses. Policy DP20 of the Development Management Policies DPD (2011) outlines that, within existing boatyards the development of new boatsheds and other buildings will be permitted.

The boating industry is an important part of the Broads economy, particularly in terms of the number of jobs its supports. Boatyards are also an integral part of the riverside scene and their boatsheds and bustling yards remain an important influence on the landscape character of many locations. The NPPF (2012) outlines the importance of allowing the expansion of businesses and employment types within rural areas to ensure a sustainable and prosperous economy.

As the extensions are required to improve the function and operation of an existing boatyard, it is considered that there is clear policy support for the proposals and the development is considered acceptable in principle.

6.3 *Design*

The site is situated within a visually prominent area, and given the existing scale of the building, is dominant within the landscape, with many residential properties overlooking the site. It is therefore considered that any proposal should be suitably designed to minimise its visual prominence in this location. Policy DP4 of the Development Management Policies DPD (2011) seeks high quality design which is appropriate to the use and wider Broads setting.

The NPPF outlines that any extension to existing businesses within rural areas should be well designed. The NPPF also supports the protection of the intrinsic value and views of specially protected areas such as the Broads.

The original boatshed was carefully designed to retain features typical of traditional Broads boatyards albeit with an increase in scale. The existing proposal is for the increase in height of the central bay which results in the breaking of the current double gabled roof structure, introducing a higher levelled shallow pitched roof. It is considered that the proposed changes would make the building visually complicated and increase its visual prominence.

It is considered that the proposal, due to the interruption of the existing traditional form of the existing boatshed, and the resulting visual prominence, is a visually unacceptable solution to both the host building and the wider

Broads landscape. The development is therefore currently considered unacceptable in design terms.

It is however, considered that amendments could be made to reduce the massing of the proposed alterations. It is therefore considered that a suitable design solution could be achieved here, given that the principle of providing more flexible working accommodation is considered appropriate.

6.4 *Designated Heritage Asset (Halvergate Conservation Area)*

The building sits at the most southerly boundary of the Halvergate Marshes Conservation Area, which is a designated Heritage Asset. A public footpath follows the river, within the Conservation Area, up to the application site. The proposals will therefore be viewable from the Conservation Area. As outlined above, it is considered that the proposals are unnecessarily visually prominent and it is considered that amendments can be achieved to reduce this prominence and impact on the wider landscape and the Conservation Area. Subject to amendments in design (as explained at point 6.3 above), it is therefore considered that there would be no adverse impact on the designated Heritage Asset.

6.5 *Flood Risk*

The site is situated within Flood Risk Zone 3 according to the Environment Agency Flood Risk Mapping, but given the proposal is for water compatible development, in accordance with table D2 of PPS25, it is not considered that there would be an adverse impact on flood risk.

6.6 *Highways*

Given that it is not considered that there would be a significant increase in use as a result of the proposals and as the site has an existing good access off a good highway network, it is not considered that there would be an adverse impact on highways safety. The Highway Authority has no objection.

6.7 *Archaeology*

Given the nature of the works, and as the ground disturbance would be minimal, it is not considered that the works will impact on archeologically remains and Archaeological Services therefore have no recommendations.

6.8 *Neighbouring Amenity*

The additional windows proposed face an area of open ground which forms the car parking area of St Olaves Marina, given the use of the site, it is not considered that the windows would create overlooking detrimental to the amenity of this site. Given the distance of the nearby dwellings, over 150m and given the existing use of the site, it is not considered that there would be an adverse impact on neighbouring amenity.

7 **Conclusion**

- 7.1 The development is considered, in principle, to accord with the National Planning Policy Framework (2012), which is a material planning consideration, and Development Plan Policies, CS1, CS22 and CS23 of the

Core Strategy (2007) and DP4, DP20 and DP28 of the Development Management Policies DPD (2011), as it is considered the proposal will aid the viability of an existing boatyard which contributes to the Broads local economy. The design however, is not appropriate and cannot be supported but it is considered that the extension could be suitably designed to minimise its visual impact.

8 Recommendation

- (i) Delegate authority to officers to approve the application subject to the receipt of satisfactory amendments which reduce the visual impact of the proposals, and the following conditions:
- time limit;
 - in accordance with plans submitted;
 - materials to match the existing building; and

An Informative
Environment Agency River Consent maybe required, **or**;

- (ii) should suitable amendments not be received, to delegate to officers authority to refuse the application.

9 Reasons for Recommendation

- 9.1 The development is considered in principle. The design, however, is not appropriate and the application cannot be supported in its current form.

Background papers: BA/2012/0347/FUL

Author: Kayleigh Wood
Date of Report: 14 December 2012

List of Appendices: APPENDIX 1: Site Location Plan

APPENDIX 1

BA/2012/0347/FUL - Johnsons Yacht Station, Beccles Road, St Olaves
Proposed widening of central bay to accommodate marine travel hoist and raising roof of lean-to roof to match construction and heights of main building. Addition of windows to west elevation.

