

Application for Determination

Parish	Hickling
Reference	BA/2012/0132/FUL Target date 25.06.2012
Location	Hickling Staithe, Staithe Road, Hickling
Proposal	Renovation of Parish Staithe including 3no additional wet moorings, a vehicular barrier at the southern access, improvements to existing slipway and landscaping of site
Applicant	Hickling Parish Council
Recommendation	Approve subject to conditions
Reason referred to Committee	Third Party Objections

1 Description of Site and Proposals

- 1.1 The application site is a staithe owned and managed by the Parish Council at Hickling. The staithe sits to the south east of the main village of Hickling and the west of Hickling Broad. Hickling Broad can be accessed from the staithe via a dyke. Wet moorings surround the staithe's main dyke and dry moorings exist on the two sections of land which sit immediately adjacent to the dyke. The dyke is currently accessed by two open routes, one to the north side of the staithe and one to the south. Two slipways, on either side of the dyke, allow access to the water. For the purpose of clarification in the report the northern slipway will be referred as Slipway A and the southern as Slipway B. Car parking exists to the north and west of the site.
- 1.2 The staithe is fairly rural in character and has a number of small trees and plants which surround it. The main area is grassed with the two route ways being constructed with dark loose gravel. Ditches separate the grassed areas from the car parks and highway. The quayheading is constructed in timber and the slipways are concrete.
- 1.3 One neighbouring dwelling sits to the north west of the staithe and two cottages sit to the south west. A boatyard sits to the east and the Pleasure Boat Public House and associated moorings sits to the south east.
- 1.4 The proposal includes the digging of a mooring cut to the north of the northern dyke to provide three additional moorings. Currently there are three side on moorings on the dyke and these would be required in the

new cut by six stern on moorings, giving an increase of three. The moorings are to be used as long-term private moorings as within the existing dyke. The cut is proposed to be approximately 22m long by 6m wide, constructed with timber quayheading, and divided into three by the erection of two timber jetties. Slipway A is proposed to be re-aligned and extended and Slipway B is proposed to be extended. The gravel routes to both the slipways are proposed to be altered to adjust to the re-alignment of the slipways. The new slipways are proposed to be constructed in concrete as existing. The proposal also includes the erection of a vehicle barrier over the southern entrance which serves Slipway B.

2 Site History

None.

3 Consultation

Broads Society – Support the improvements.

District Member – I feel that this matter is so contentious that it must go to committee. My concerns are locking up a Parish Amenity and mooring issues- are the two committees doing this for their own benefit? I feel that they have not fully communicated their intentions to the local community regarding this matter.

Highways – Response awaited.

Historic Environment Services – No objection subject to the inclusion of a condition which states:

“No development shall take place within the site until the applicant, or their agents or successors in title, has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved in writing by the local planning authority. “

4 Representation

Two letters of objection on grounds of:

- small staithe does not require more wet moorings;
- there is no crime in Hickling and little is ever taken from moored boats;
- by lining boats up will encourage children to jump from one to another;
- concerns with how boats will manoeuvre without being damaged;
- staithe is well known for its public launching and gates will deter users and stop visitors therefore restricting access - Historic deed/covenant states that all parishioners should have free access to the Broad, at any time and for any purpose. The gate will prevent this - every parishioner should have a key to the gate;
- gates will be deeply unattractive and spoil rural outlook;
- community has not been consulted as outlined by the parish council;

- Parish Plan states that 75% of parishioners did not want the staithe to be changed;
- concerns over impact on character of area- proposals akin to a small marina rather than an unspoilt parish staithe;
- no details have been provided regarding landscaping;
- rustic appeal and informal character should be retained. Proposals too formal for existing rural character;
- no equality impact assessment has been undertaken with regard to disabled access;
- the Parish Council have a legal dispute regarding payment of a previous community scheme - the decision for this application should therefore be deferred until the current legal dispute has been resolved;
- members of the Parish Council may soon be changing, meaning proposals are unlikely to reach fruition.

One letter of support on ground of:

- many statements of objectors are untrue;
- a lifting security barrier will not stop people using the staithe and is not deeply unattractive in appearance;
- landscaping will enhance the character of the area.

5 Policies

5.1 Core Strategy (2007)

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

CS1 - Protection of Environmental and Cultural Assets

CS10 - Creation and Enhancement of Gateways and Entrances

CS14 - Provision of Short and Long-term Visitor Moorings

CS15 - Maintaining Safe Navigation and Disposal of Dredged Material

CS17 - Safe Recreational Access.

5.2 Development Management Plan DPD (2011)

[DMP DPD - Adoption version.pdf](#)

DP2 - Landscape and Trees

DP4 - Design

DP5 - Historic Environment

DP12 - Access to Water

DP13 - Bank Protection

DP16 - Moorings.

6 Assessment

6.1 The main issues to consider in the determination of this application are the principle of development, impact on the character of the area, impact on navigation, and impact on access and highways, and archaeology.

6.2 It is considered that the installation of a small mooring cut, and the small increase in moorings that the cut would facilitate, and the improvements to

the slipways, help improve an existing community and visitor facility. It is considered that the staithe represents an existing gateway to the Broads which the proposals would help enhance, in accordance with policy CS10 of the Core Strategy. The moorings as proposed to be long-term private moorings to help create revenue for the Parish Council to maintain the staithe and other assets, and given there are a number of short-term visitor moorings in the immediate vicinity this is considered reasonable. The provision of a range of moorings and access to the water in general is encouraged by policy CS14 of the Core Strategy and DP12 of the Development Management Policies DPD and the development is therefore considered acceptable in principle.

- 6.3 It is acknowledged that the staithe is currently informal and rural in character. The character changes distinctly at the boatyard to the immediate east where the character becomes slightly more commercial and less intimate. Given this application is for the small extension to moorings which are to be constructed in materials which match the existing bank and slipways it is not considered that the proposals would be out of character of what exists currently. It is acknowledged that a detailed landscape scheme has not been submitted with the application and it is therefore recommended that the details be agreed via condition. Appropriate landscaping to be agreed can be used to further help retain and enhance the intimate informal character of the immediate area.
- 6.4 It is considered that the proposal improves on navigational safety by bringing boats off the main dyke, increasing navigable width, and allowing them to be moored facing the main channel, meaning existing boats in the dyke will be easier to see and collisions avoided. By increasing the orientation and length of the slipways boat movements from and to the water will be made easier and therefore safety improved. The proposal is therefore considered acceptable in navigational terms.
- 6.5 In terms of access it is acknowledged that the main objection was regarding the inclusion of a barrier across the southern access path. The barrier is proposed to be included to offer a deterrent to thieves and restrict vehicular movements within the small site to improve safety, which is considered reasonable. The barrier is to be designed to ensure pedestrian and wheelchair access will remain un-restricted. If berth holders of this section require access by a vehicle keys will be made available. A historic deed outlines that parishioners of Hickling have a right to access the staithe at any time. The objectors are concerned that the inclusion of the barrier would infringe on these historic rights and reduce visitor levels. However, this is not a planning matter. This is a private legal matter that would need resolution between the parties involved. Given that the less restrictive northern access and slipway remains open it is not considered that access to the dyke or Broad would be hindered significantly.
- 6.6 Whilst it is not considered that the erection of a barrier at the southern access would be wholly inappropriate in principle, the fairly industrial character of the barrier proposed is out of character with the area. It is

considered that an appropriate, less formal, alternative can be agreed and it is therefore recommended that the details of the barrier to be agreed by condition.

- 6.7 Given the barrier would be set back from the highway it is not considered there would be a significant adverse impact on highway safety although the Highway Authority comments are awaited.
- 6.8 The proposed development is located adjacent to Hickling Broad in an area which has high potential for the presence of waterlogged deposits and palaeoenvironmental evidence. Additionally, multi period cropmark evidence from aerial photographs has been recorded to the east, including field systems and possible enclosures. Consequently there is potential that heritage assets with archaeological interest (buried archaeological remains) may be present at the site and that their significance may be affected by the proposed development. A programme of archaeological work to be undertaken in accordance with a written scheme of investigation should therefore be agreed prior to the commencement of development in order that artefacts are recorded and preserved where appropriate.

7 Conclusion

- 7.1 The proposal represents an improvement to an existing community and visitor facility through the small increase in number of available moorings. The proposal would help improve navigational safety and security of the site. Subject to mitigation archaeological remains can be recorded and preserved where appropriate.

8 Recommendation

- 8.1 Approve subject to the following conditions:
- Time limit.
 - In accordance with plans submitted.
 - Details of barrier to be agreed.
 - Moorings to be short or long term moorings only. No residential moorings.
 - Dredgings to be deposited immediately adjacent to quayheading.
 - Additional dredgings to be taken off site and disposed of correctly.
 - New quayheading to be constructed to the same height as existing.
 - New quayheading to be constructed in tanalised timber preserved with non-toxic treatments only.
 - Full landscaping scheme to be submitted and agreed.
 - Planting agreed to be undertaken within the next available planting season.
 - Should any tree die within the subsequent 5 year period they shall be replaced.
 - Implementation of a programme of archaeological work in accordance with a written scheme of investigation to be agreed.

9 Reasons for Recommendation

91. The development is considered in accordance with Development Plan Policies and in particular considered in accordance with Policies CS1, CS10, CS14, CS15 and CS17 of the Core Strategy (Adopted 2007) and Policies DP2, DP4, DP5, DP12, DP13 and DP16 of the Development Management Polices DPD (Adopted 2011).

Background papers: BA/2012/0132/FUL

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List of Appendices: APPENDIX 1: Site Location Plan

APPENDIX 1

