

## **Application for Determination**

<b>Parish</b>	Bramerton
<b>Reference</b>	BA/2013/0024/COND <b>Target date</b> 21.03.2013
<b>Location</b>	The Moorings, Woods End, Bramerton
<b>Proposal</b>	Removal of Condition 2 of pp 07/05/1876/H which restricts the mooring to 1 boat to enable the mooring of a second boat
<b>Applicant</b>	Ms Helen King
<b>Recommendation</b>	Approve
<b>Reason referred to Committee</b>	Neighbour Objection

## **1      Description of Site and Proposals**

- 1.1    The application site contains a dwellinghouse and an associated domestic mooring on the River Yare at Woods End in Bramerton. The site is accessed via a minor private road, Woods End, which bisects the site with the house to the north and the mooring plot to the south; the road runs adjacent the mooring. A line of residential properties face the river to the north and the Woods End Public House is situated to the end of the road to the west. A small number of moorings exist along this section of the river associated with the Public House to the west, the residential properties, and the staithe including the Broads Authority 24 hr moorings to the east.
- 1.2    An application at the site for a timber mooring jetty was approved in 2005 and has been built. The decision was the subject of a condition which restricted the level of mooring for use for 1 boat only.
- 1.3    This application is for the removal of the restrictive condition to allow for the mooring of two boats.

## **2      Site History**

2005- 07/05/1876/H- Proposed formation of riverbank erosion protection incorporating quay heading mooring (fronting to River Yare)- Approved subject to condition restricting the use for one boat only.

### **3 Consultation**

Broads Society - response awaited.

Parish Council - response awaited.

District Member - response awaited.

### **4 Representation**

1 x letter of objection concerning:

- no prior knowledge of the application
- minimal information in application
- concerns use of mooring will be used in association with the letting of the house for holiday accommodation leading to inappropriate commercialisation of the site
- why is a second mooring required if used as a dwellinghouse?
- size of the boats would be unrestricted leading to the use of two very large boats
- questions the term 'day boat'
- may lead to the intrusion of people and/or boats onto the adjacent mooring (objectors mooring)

### **5 Policies**

#### **5.1 Core Strategy (2007)**

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

CS1- Landscape Protection and Enhancement

CS3- The Navigation

#### **5.2 Development Management Policies – Development Plan Document (2011)**

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

DP2- Landscape and Trees

DP12- Access to Water

DP16- Moorings

DP28- Amenity

#### **5.3 Material Planning Consideration- National Planning Policy Framework (2012)**

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

### **6 Assessment**

6.1 The main issues to consider in the determination of this application are the principle of the development, impact on the character of the area and landscape, impact on navigation, and impact on neighbouring amenity.

6.2 The original permission gives the reasons for the condition limiting the use of the jetty to one boat as being to protect the amenity of the area and

navigation of the river. There is no information on the original file to indicate that these reasons relate to a specific issue at the time, or were in response to a particular complaint. Given that the application is to vary the condition it is in any case necessary to reconsider the need for the condition in its present form.

6.3 In terms of the principle of the development, local planning policies tend to be supportive of proposals which encourage the use of the waterways at suitable locations. Therefore, subject to the use of the moorings being incidental to the use of the dwellinghouse and there being no adverse impacts on navigation it is considered that the removal of the condition is acceptable in principle.

6.4 A number of properties and business make use of the river frontage the location affords and there are therefore a number of moorings along this side of the river. No additional built development is required to facilitate the additional mooring. It is therefore not considered that the use of one additional mooring is out of character or inappropriate in the area, nor would it be of detriment to the wider landscape.

6.5 This section of the River Yare is wide, over 40m, meaning there is adequate space for river edge mooring and boat movement within the navigational channel. There is also space for slow manoeuvring and turning required for mooring two boats within close proximity. It is therefore considered there will be no adverse impact on navigational safety and there is no objection to the proposal on this basis.

6.6 In terms of impact on neighbouring amenity, the river frontage, and subsequent jetty, covers approximately 19.5m in length. It is considered that there is sufficient space for 2 boats (of an appropriate size) without intrusion into neighbouring plots and thus impact on neighbouring amenity. It is also noted that the residential dwellings sit some 30m beyond the mooring and beyond the minor road, Woods End, which divides the residential plots from their mooring plot. It is, however, considered that the number of boats should be restricted to 2 only as 3 or above would be considered too many for the amount of frontage available. It is also considered that the size of the boats should be restricted to ensure there is no intrusion within the neighbouring mooring. It is considered that 8m would be appropriate as two boats of this length could be satisfactorily accommodated within the plot. Subject to the recommended conditions it is considered that the mooring can accommodate another boat without adverse impact on neighbouring amenity.

## **7 Conclusion**

7.1 The removal of the condition to allow the mooring of two boats is considered reasonable and it is not considered there would be an adverse impact on the character of the area or wider landscape. Given the width of the river on this stretch of the Yare it is not considered that there would be an adverse impact on navigational safety. Subject to the restriction of the mooring of two boats

and limiting the size of the boats it is not considered there would be an adverse impact on neighbouring amenity.

## 8 Recommendation

8.1 Approve subject to the following conditions:

- No more than two boats to be moored at any one time
- Restrict the length of boats to 8m
- The use of the moorings to be incidental to the use of the dwellinghouse and at no time be used for commercial purposes

## 9 Reasons for Recommendation

9.1 In the opinion of the Local Planning Authority the development is acceptable in respect of Planning Policy and in particular in accordance with National Planning Policy Framework and policies CS1 and CS3 of the Core Strategy (2007) and DP2, DP12, DP16 and DP28 of the Development Management Policies DPD (2011).

List of Appendices: Appendix 1: Site Location Plan

Background papers: Planning Application File 07/05/1876/H

Author: Kayleigh Wood

Date of Report: 14 February 2013

## APPENDIX 1

BA/2013/0024/COND – The Moorings, Woods End, Bramerton  
Removal of Condition 2 of pp 07/05/1876/H to enable a second day boat to be moored on the jetty

