

Planning Committee

AGENDA

Friday 14 September 2018

10.00am

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|--|--------|
| 1. To receive apologies for absence and introductions | |
| 2. To receive declarations of interest | |
| 3. To receive and confirm the minutes of the previous meeting held on 17 August 2018 (herewith) | 3 – 13 |
| 4. Points of information arising from the minutes | |
| 5. To note whether any items have been proposed as matters of urgent business | |

MATTERS FOR DECISION

6. **Chairman's Announcements and Introduction to Public Speaking**
Please note that public speaking is in operation in accordance with the Authority's Code of Conduct for Planning Committee. Those who wish to speak are requested to come up to the public speaking desk at the beginning of the presentation of the relevant application
7. **Request to defer applications included in this agenda and/or to vary the order of the Agenda**
To consider any requests from ward members, officers or applicants to defer an application included in this agenda, or to vary the order in which applications are considered to save unnecessary waiting by members of the public attending
8. **To consider applications for planning permission including matters for consideration of enforcement of planning control:**

BA/2018/0208/COND Barnes Brinkcraft, Riverside Road, Hoveton

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9. Enforcement of Planning Control: Item for Consideration: Installation of Four Static Caravans in car park of Beauchamp Arms Public House Report by Planning Officer (Compliance and Implementation) (herewith)	22 – 25
10. Enforcement Update Report by Head of Planning (herewith)	26 – 30
11. Consultation: Lake Lothing Third River Crossing Report by Head of Planning (herewith)	31 – 35

MATTERS FOR INFORMATION

12. Appeals to the Secretary of State Update Report by Administrative Officer (herewith)	36 – 37
13. Decisions made by Officers under Delegated Powers Report by Head of Planning (herewith)	38 – 39
14. To note the date of the next meeting – Friday 12 October 2018 at 10.00am at Yare House, 62-64 Thorpe Road, Norwich NR1 1RY	

Broads Authority
Planning Committee

Minutes of the meeting held on 17 August 2018

Present:

Prof J Burgess	Mr H Thirtle
Mr W Dickson	Mr V Thomson
Mrs L Hemsall	Mr J Timewell
Mr P Rice	Mrs M Vigo di Gallidoro

In Attendance:

Mrs S A Beckett – Administrative Officer (Governance)
Mr D J Harris – Solicitor and Monitoring Officer
Mrs K Judson – Planning Officer (Minute 1/10(1))
Mr T Risebrow – Planning Officer (Compliance and Implementation)
Mr A Scales – Planning Officer
Mrs M-P Tighe – Director of Strategic Services

Members of the Public in attendance who spoke:

BA/2018/0173/FUL Hickling Broad, Hickling

Dan Hoare Applicant: Head of Construction Maintenance
and Environment, Broads Authority

Sue Stephenson Applicant: Environment and Design Supervisor,
Broads Authority

1/1 Apologies for Absence, Welcome and Housekeeping Matters

The Solicitor and Monitoring Officer welcomed everyone to the meeting.

Apologies had been received from Mr M Barnard, Ms G Harris and Mr B Keith. Lana Hemsall apologised that she would be a little late (Minute 1/4)

The Openness of Local Government Bodies Regulations

The Solicitor and Monitoring Officer gave notice that the Authority would be recording the meeting in the usual manner and in accordance with the Code of Conduct. No other member of the public indicated that they would be recording the meeting.

1/2 Appointment of Chair

The Solicitor and Monitoring Officer stated that in accordance with the new procedures adopted by the Authority in May 2018, nominations for the Chair

and Vice-Chair of the Planning Committee had been requested by 3 August 2018, 14 days prior to the meeting.

Haydn Thirtle had proposed the nomination of Melanie Vigo di Gallidoro, and this was seconded by Bill Dickson. Melanie Vigo di Gallidoro confirmed that she was willing to be appointed.

There being no other nominations, it was

RESOLVED

that Melanie Vigo di Gallidoro be appointed as Chairman of the Planning Committee for the following year 2018-19.

In the Chair - Melanie Vigo di Gallidoro

1/3 Appointment of Vice-Chair

The Chair reported that Haydn Thirtle had proposed Bruce Keith as Vice Chair of the Planning Committee and she had seconded the nomination. Although Bruce Keith had sent his apologies he had confirmed that he was willing to be appointed.

There being no other nominations, it was

RESOLVED

that Bruce Keith be appointed as Vice-Chairman of the Planning Committee for the following year 2018 – 19.

1/4 Declarations of Interest and introductions

Members and staff introduced themselves. Members provided their declarations of interest as set out in Appendix 1 to these minutes in addition to those already registered.

The Chair declared a general interest on behalf of all Members in relation to Item 10(1) Application BA/20/0173/FUL Hickling Broad Hickling as the application was on behalf of the Authority and 10(2) BA/2018/0177/FUL Whitlingham Broad Visitor Centre, Whitlingham Lane, Trowse as the Authority was also involved in the application.

1/5 Minutes: 20 July 2018

The minutes of the meeting held on 20 July 2018 were agreed as a correct record and signed by the Chair.

1/6 Points of Information Arising from the Minutes

There were no points of information to report.

1/7 To note whether any items have been proposed as matters of urgent business

No items of urgent business had been proposed.

1/8 Chairman's Announcements and Introduction to Public Speaking

(1) Broads Local Plan

Part of the independent public examination took place on 2 -3 July 2018. The hearing dates for the Examination in Public of the Broads Local Plan were now scheduled to take place on 6, 7 and 10 September 2018. Members had been notified of the dates and all were welcome to attend as observers at some stage if they wished.

(2) Parish Forum – The next Parish Forum event was due to be held on Wednesday 19 September 2018 starting at 6.00pm in the Authority's offices.

(3) Item 12 Enforcement of Planning Control – Disused and derelict buildings at former Waterside Rooms, Station Road, Hoveton

A decision was not expected on this item as a decision was already made on the issue by the Planning Committee on 27 April 2018 (Item 10/11). Therefore Item 12 was removed from the agenda.

(4) Public Speaking

The Chair stated that public speaking was in operation in accordance with the Authority's Code of Conduct for Planning Committee and members of the public were invited to come to the Public Speaking desk when the application on which they wished to comment was being presented. They were reminded that as the meeting was being recorded, any information they provided should be appropriate for the public. They were requested not to give out any sensitive personal information unless they felt this was necessary to support what they were saying and would not mind others being aware of it.

1/9 Requests to Defer Applications and /or Vary the Order of the Agenda

No requests to defer consideration of any applications had been received. The Chair commented that she did not intend to vary the order of the agenda.

1/10 Applications for Planning Permission

The Committee considered the following applications submitted under the Town and Country Planning Act 1990, as well as matters of enforcement (also having regard to Human Rights), and reached the decisions as set out below.

Acting under its delegated powers the Committee authorised the immediate implementation of the decisions.

The following minutes relate to further matters of information, or detailed matters of policy not already covered in the officers' reports, and which were given additional attention.

(1) BA/2018/0173/FUL Hickling Boad, Hickling

Hickling Broad enhancement work with the installation of geotextile tubes that are filled with dredged sediment, pinned in place by wooden poles and covered with polyfelt curtain and additional sediment, and then once established, the void created to be filled with further dredged sediment to re-create an area of reed bed
Applicant: Broads Authority

The Planning Officer provided a detailed presentation and assessment of the second significant application for enhancement and improvement work as part of a long term approach to the management of Hickling Broad, building on the scientific evidence from the Broads Lake Review and experience gained from work on other sites. The application would support the next phase of sediment removal and would focus on re-using the sediment to recreate an area of previously eroded reed bed. The application had been accompanied by an Environmental Statement and subsequent Addendum and Habitats Regulations Assessment detailing impacts together with necessary drawings, plans and technical information. There were a number of precautionary approach elements relating to when the works could be carried out associated with the reduction of the probability of algal bloom and pynnesium and associated water temperatures, and taking account of the recreational functions of Hickling Broad. The works would take place in an area outside the main navigable area and where it had not been used for angling. The design of the works had been successfully used elsewhere and the main impacts would be short term but with long term benefits.

The Planning Officer commented that no further comments had been received since the report had been written but drew attention to the consultations received explaining that these, including the statutory consultees, were generally in support of the proposal. He emphasised that Natural England was satisfied that the works would provide enhancements and the scheme had been developed in association with its advice.

Having assessed the application particularly taking account of the key issues of design/visual impact, nature conservation, navigation and recreation and flood risk, the Planning Officer recommended that the application could be approved subject to conditions. The application would deliver an acceptable design of enhancement work that would protect and enhance the nature conservation value of the area subject

to the imposition of the planning conditions. It would therefore meet the key tests of the development plan policies.

In response to Members' questions, it was clarified that the volume of dredged material for the total project over 2 – 3 years would be 19,000 cubic metres, which was significant.

With regard to the comment from the resident of The Smea that the conditions of the previous planning permission had only been partially implemented, the Planning Officer explained that this related to appropriate timings for works including planting of the correct reed rhizomes and there was a need for some flexibility within the implementing of the conditions. He confirmed that the majority of the works for the first phase of the overall strategy in association with the approval in 2016 had been implemented acknowledging that one section still required completing. He confirmed that adequate water depths for access to the boathouse were being maintained.

Dr Dan Hoare confirmed the comments from the Planning Officer. He commented that the necessary planting for the required remaining section was scheduled for 2019/20. He explained that the objectives to the current proposal included the creation of a reed bed and the lagoon behind would provide a quiet water space protected from wind and wave impact as a wildlife refuge within Hickling Broad. This had been designed in association with the Norfolk Wildlife Trust. There was no specific plan for ongoing maintenance of this section, but the dredging plans ensured adequate depths. It was confirmed that its maintenance came within the Authority's overall ongoing responsibilities for Hickling Broad.

He also explained that all the works to be undertaken were underpinned by a vast band of research drawn from experience over a number of years and also in association with Natural England which had provided a flexible guideline approach. Therefore the precautionary approach was being taken.

Members were supportive of the proposals, noting that other such projects of a similar nature, for example at Salhouse Broad and the works already undertaken in Hickling, had proved to be excellent and successful. They acknowledged the emphasis on the precautionary approach and were pleased to see the full cooperation with Natural England and the Environment Agency. They requested that the owner of The Smea receive an explanation concerning the completion of the conditions relating to the previous application.

Paul Rice proposed, seconded by Jacquie Burgess and it was

RESOLVED unanimously

that the application be approved subject to the conditions outlined within the report, as it accords with the NPPF and Policies CS 1, CS2, CS3, CS4 of the Core Strategy (2007) and Policies DP1, DP3, DP4, and DP29 of the Development Management Policies DPD (2011)

(2) **BA/2018/0177/FUL Whitlingham Broad Visitor Centre, Whitlingham Lane, Trowse**

Retain temporary toilet building with ramp for another 3 years.

Applicant: Whitlingham Charitable Trust and Broads Authority

The Planning Officer provided a detailed presentation of the application to retain the temporary toilet building with ramp for another three years, in part of the car park of the Whitlingham Country Park, adjacent to the Flint Barn. The seeking of a temporary consent was to enable the immediate need for additional toilet facilities to be met whilst a more permanent solution was identified and delivered. It was acknowledged that the number of toilets available and their location within the Flint Barn was not sufficient to meet the current needs of visitors. There was sufficient evidence through recent surveys that additional toilets were essential and it was appropriate to seek a more long term solution. The Trust hoped to present more detailed proposals for a permanent solution with a planning application in April 2019.

The main issue to consider was a justification for the extension of the temporary permission but also the principle, design and landscape impact and impact on the historical environment.

The Planning Officer acknowledged that an additional temporary consent for toilet facilities was not ideal but that it could be justified in this instance. The scale and design of the proposed building was suitable for its intended use on the basis that it would only be for a period of another three years. The siting was considered appropriate and there were no significant adverse impacts arising. It was considered to be in accordance with the relevant planning policies and therefore recommended for approval.

Members acknowledged and were supportive of the need for such facilities but considered that the current provision for which temporary permission was being sought was of an incongruous and unacceptable design. They would much prefer to have a permanent solution and wished to encourage the Trust as a matter of urgency to provide an appropriately designed building.

It was noted that although not a planning consideration, the provision of a permanent building was constrained by funding. The Trust relied for its income on the fees from car parking, which fluctuated and where there were difficulties with the current contractor.

Lana Hemsall proposed, seconded by Haydn Thirtle and it was

RESOLVED unanimously

that the application be granted temporary approval for a further three year from the date of the decision notice subject to conditions outlined in the report. The principle of the development is considered to accord with the NPPF and Local Policies WH1 of the Site Specific Policies (DPD 2014) and in particular DP14, as well as DP1, DP2, and DP5, of the Development Management Policies DPD (2011). It was not considered to accord with Policy DP4 design in particular on a permanent basis and hence the justification for a temporary approval only.

1/11 Enforcement of Planning Control: Burghwood Barns, Ormesby St Michael

Further to Minute 13/9 of the Planning Committee on 20 July, the Committee received a report concerning the unauthorised development at Burghwood Barns, Ormesby St Michael where an Enforcement Notice had previously been served and for which a further two weeks had been provided, since that last meeting, for the landowners to comply. The landowners were well aware of the potential for prosecution having had a letter as well as personal contact to that effect. They had undertaken some works towards compliance but were still required to remove paths and the gazebo on the land which had been developed for domestic curtilage as well as cease the use of the land as garden. They had indicated that they did not have the funds to do so.

Members expressed regret at the current situation. However, they considered that it was important to take account of the integrity of the planning process. It was noted that the area of land which was required to revert to agriculture was still being managed for domestic use as a garden.

A member commented that the situation was unfortunate but had concerns about the Authority's reputation with regard to public perception and would wish to counter that. The member suggested a compromise whereby the Enforcement Notice be stayed and the owners be allowed to retain the area as at present, on the understanding that when they came to vacate it, the landscape should revert to that which it had been previously.

Other members emphasised that there was a history of development on the site without the benefit of planning permission, of retrospective planning permission having had to be sought, non-compliance with conditions, and that the Enforcement Notice had been upheld at appeal. It was considered imperative that the normal planning procedures were followed through. Therefore regrettably the Authority was required to proceed with prosecution.

John Timewell proposed, seconded by Jacquie Burgess and it was

RESOLVED by 5 votes to 1 and one abstention.

- (i) that it be noted that prosecution proceedings will commence following non-compliance with the Enforcement Notice previously issued (As noted in the Enforcement Update)
- (ii) that authority be given to issue a Breach of Condition Notice in respect of non-compliance with conditions 3,4, and 5 of permission granted for BA/2016/0444/FUL.

1/13 Enforcement Update

The Committee received an updated report on enforcement matters previously referred to Committee. Further updates were provided for:

Marina Quays. An application had now been received and the determination processes had commenced.

Members thanked the officers for the updates.

RESOLVED

that the report be noted.

1/14 Consultation Documents Update and Proposed Responses Wroxham Neighbourhood Plan – pre-submission draft.

The Committee received a report on the recent consultation from Wroxham Parish Council on the Wroxham Neighbourhood Plan submission draft. The Director of Strategic Services reported that the group developing the Neighbourhood Plan had been open to meet with officers from Broadland District Council and the Authority. There were a few main issues which the Neighbourhood Plan raised such as through traffic, limited open space, parking, infilling development rather than large developments, the housing market with requirement for market residential rather than purpose built holiday dwellings.

Members of the Committee supported the comments made and raised a number of other points. In particular given the proximity to and relationship between Wroxham and Hoveton, the Committee considered that the Authority would recommend that there is liaison with Hoveton Parish Council on its Neighbourhood Plan.

Members queried whether within the plan there were sufficient specific solutions suggested for parking, potential infilling development or the traffic congestion and if not they considered that more details on potential solutions, especially with regard to traffic flows may be required. A comment was made that the opening up of the Norwich Northern Distributor Road (NDR), particularly when the signs were in place, would put more pressure on the traffic flow through Wroxham and this needed to be addressed. With regard to any proposed housing references this should incorporate measures for Sustainable Urban Drainage (SUDS).

It was noted that the deadline for comments was 1 September 2018. Officers would take account of the comments made and address these within the final response.

RESOLVED

that the report is noted and the proposed comments be endorsed. Officers were delegated to take account of the additional comments made by the Committee above for forwarding to Wroxham Parish Council as the Authority's response.

1/15 Duty to Cooperate: Norfolk and Suffolk Authorities Statement of Common Ground.

The Committee received a report setting out the Statement of shared aims and an agreed approach to coastal planning and management with Norfolk and Suffolk Coastal Authorities as part of the continued engagement required through the Duty to Cooperate. The area of key interest to the Authority, which came within its executive area, was a small stretch of coast between Horsey Gap to Winterton Ness where development was limited and protected by the Authority's own policies. The Statement of Common Ground will be endorsed by the other interested authorities:

- Borough Council of King's Lynn & West Norfolk
- North Norfolk District Council
- Great Yarmouth Borough Council
- Suffolk Coastal District Council
- Waveney District Council
- The Broads Authority

This now required the agreement of the Authority and the signatures from the Chairman of the Authority and Chairman of the Planning Committee.

RESOLVED

that the Norfolk and Suffolk Coastal Authorities' Statement of Common Ground be endorsed.

1/16 Appeals to the Secretary of State

The Committee received a schedule of decisions to the Secretary of State since 1 June 2018. This was an appeal concerning the conditions attached to the outline permission for development at Hedera House, Thurne. A start date from the Inspectorate had still not yet been received.

RESOLVED

that the report be noted.

1/17 Decisions Made by Officers under Delegated Powers

The Committee received a schedule of decisions made by officers under delegated powers from 5 July 2018 to 1 August 2018.

RESOLVED

that the report be noted.

1/18 Circular 28/83: Publication by Local Authorities of Information about the Handling of Planning Applications.

The Committee received a report setting out the development control statistics for the quarter ending 30 June 2018. The Chair commented that it was exceptionally pleasing to see that performance for speed of decision was above the national targets. This was in part due to the planning officers being prepared to give pre-application advice for which the Authority did not charge. The Committee had taken the decision not to charge a couple of years previously.

RESOLVED

That the report be noted.

1/19 Date of Next Meeting

The next meeting of the Planning Committee would be held on Friday 14 September 2018 starting at 10.00 am at Yare House, 62- 64 Thorpe Road, Norwich

The meeting concluded at 11.34 am.

CHAIRMAN

APPENDIX 1**Code of Conduct for Members****Declaration of Interests****Committee:** Planning Committee**Date of Meeting:** 17 August 2018

Name	Agenda/ Minute No(s)	Nature of Interest (Please describe the nature of the interest)
Haydn Thirtle	1/10	Board Member. IDB (Broads) and
	1/11	Burghwood Barns – various site visit
Bill Dickson	-	None other than those already declared
Paul Rice	1/15	Chairman Broads Society IDB Member Item re Duty to Co-operate – Coastal
Jacque Burgess	-	As previously declared
Melanie Vigo di Gallidoro	-	As previously declared and on behalf of all Members:
ALL Members	1/12 (1) and	Application BA/20/0173/FUL Hickling Broad Hickling – Broads Authority is the applicant
ALL Members	1/12 (2)	Application BA/2018/0177/FUL Whitlingham Broad Visitor Centre, Whitlingham Lane, Trowse Whitlingham Charitable Trust in association with Broads Authority are the applicants.

Reference:

BA/2018/0208/COND

Location

Barnes Brinkcraft, Riverside Road, Hoveton

BA/2018/0208/COND Barnes Brinkcraft, Hoveton 20000



Application for Determination

Parish	Hoveton
Reference	BA/2018/0208/COND Target date 06 August 2018
Location	Barnes Brinkcraft, Riverside Road, Hoveton
Proposal	Variation of approved plans, Condition 2, of permission BA/2017/0155/FUL.
Applicant	Barnes Brinkcraft Ltd
Recommendation	Approve subject to conditions
Reason for referral to Committee	Objections received

1 Description of the Site and Proposals

- 1.1 The application site is a large mooring basin at Riverside Marina, Riverside Road, Hoveton. The basin, which measures approximately 30 metres by 65 metres, lies on the eastern bank of the River Bure, approximately 130 metres downstream of Wroxham Bridge. Access from the river is via an opening towards the northwest corner of the basin and access by road is via Riverside Road which borders the site to the east. Between the road and the basin, parking bays are provided for marina customers. To the north lies a terrace of six dwellings and to the east across Riverside Road there is a mix of marine based commercial development and holiday accommodation.
- 1.2 In terms of background to this application, in July 2017 planning permission was granted under delegated powers at the Barnes Brinkcraft site for works described as 'Replacement of 158m of quay heading, removal of 280 square metres of land, installation of pontoons, widening of access track and removal of storage shed' (planning reference BA/2017/0155/FUL). The works relevant to this application involved the removal of a peninsula of land which ran parallel to the river and enclosed the large mooring basin, the effect of which was to turn the mooring basin enclosed on four sides into a mooring bay enclosed on three sides. It was then proposed to bisect this new bay with a pontoon positioned parallel to the river which would facilitate moorings either side via finger pontoons, which would increase the capacity of the site.
- 1.3 The drawings submitted with the application showed the proposed arrangement, including the location of the new pontoon and the mooring

layout and it was clear that this would not result in vessels encroaching further into the river than they had done previously. A barge had been moored on the riverfront here for a number of years and the outer extent of this (i.e. the river side) was taken as the furthest extent of encroachment into the river.

- 1.4 The works to implement the planning permission commenced in September 2017, initially with the clearance of the basin, the removal of the peninsula of land and the renewal of the quay heading. The works were not, however, completed in accordance with the planning permission as follows:
- (a) A spit of land (peninsular) downstream of the basin, which runs perpendicular to the river and separates this mooring basin from another mooring basin to the south, has been extended out into the river by approximately 1.2 metres; and
 - (b) The new pontoon has been located approximately 4.2 metres closer to the river than proposed on the approved drawing; and
 - (c) The configuration of the moorings on the new pontoon is not as shown on the approved drawing.
- 1.5 The operator has earlier explained in respect of (a) that the spit of land has been restored to a previously existing extent, the former land having been removed at some point in the past by a previous owner. In respect of the pontoon at (b), it should be noted that it is 0.5m narrower than permitted and that the approved drawing shows the guide piles located to the front (riverside) of the pontoon, whilst on site they are located to the rear. The pontoon is therefore approximately 3.7 metres further forward of the approved position, taking account of its reduced width.
- 1.6 The application proposes a variation of condition 2 of planning permission BA/2017/0155/FUL which required that the proposal be carried out in accordance with the approved plans. The plans submitted with the current application show the development as built which includes the extension to the spit of land and the pontoon and finger jetties closer to the river. The proposal seeks to retain the development as built but proposes to limit the length of vessels utilising the moorings to a maximum of 9.5 metres for the two moorings immediately north of the spit of land and a maximum of 8.2 metres for the four adjacent moorings, with the mooring to the north of these to be for a single side on mooring only.

3 Site History

BA/2017/0023/INFENF - Extends further into the River Bure than the one that has been replaced.

BA/2017/0155/FUL - Replace 158m quayheading, removal of 280 square metres of land, installation of pontoon, widening of access track and removal of storage shed. Approved with conditions, July 2017.

BA/2013/0241/FUL - Retrospective application for repair of existing and installation of new quayheading and walkway together with four finger pontoons. Approved with conditions, September 2013.

4 Consultation

Parish Council - Objection on the basis of concerns that the proposed variation of conditions will result in an obstruction of the navigation.

BA Waterways and Recreation - No objection. We would request that conditions are imposed ensuring any moored vessels (be they moored stern or side on) do not encroach into the river more than the previously moored vessel (shown on the Aerial plan submitted with the application). We would also request that permission is only granted on a temporary basis (of 12 months) to enable a review of the mooring arrangement and any impact it may have had on navigation.

BA Head of Ranger Services - No objection. The restrictions on length mean vessels do not encroach into the channel more than would have been previously permitted. I would request that conditions are imposed to ensure this arrangement is adhered to (with maximum lengths stated as part of this) and also that the permission be granted on a temporary basis (6 - 12 months) to allow us to monitor the management of this mooring arrangement and the impact on the navigation.

Representations

Four objections were received which are summarised as follows:

- Compliance with vessel size restrictions is doubtful.
- There has been, and will continue to be, obstruction caused to the navigation.
- The principal impact is the narrowing of the width of the river by 1.2 metres (4 feet), by the extension of the access pier (peninsular).
- The effective width of the river is reduced by 5%, by the unauthorised extension.
- Whilst the boats on the pontoon could be moved to allow a wider passage the 1.2 metre extension to the peninsular could not.
- Significant Ranger resources have been expended on attempts to mitigate the problem and the proposed installation of signage will be unlikely to have much impact, particularly in respect of "out of hours" transgressions.
- Regardless of whether offending boats are moved on, they still represent a danger for the time they are moored up.
- The new pontoon remaining in place is impractical and unworkable, this will inevitably result in the right of safe navigation being compromised.
- There is continued misuse of the mooring pontoon.

5 Policies

- 5.1 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](#)

[Development-Management-DPD2011](#)

Development Management Policies DPD (adopted 2011)

DP4 - Design

DP29 - Development on Sites with a High Probability of Flooding

- 5.2 The following Policies have been assessed for consistency with the NPPF and has 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 DPD (adopted 2011)

DP12 - Access on Water

DP13 - Bank Protection

DP28 - Amenity

Neighbourhood Plans

- 5.3 There is no Neighbourhood Plan in force in this area.

6 Assessment

- 6.1 The application seeks to retain the extension to the spit of land (peninsular), the location of the pontoon closer to the river, and the siting of finger jetties. The proposal includes the restriction of vessel length to the river side of the pontoon, and the provision of signs warning of the restrictions.

- 6.2 The approved application (BA/2017/0155/FUL) was considered acceptable as a barge had been moored on the river side of the previous peninsular which established a clear projection into the river at this location, and the proposed scheme did not result in encroachment into the river beyond that projection. Whilst the scheme as constructed includes the extension to the spit of land and the siting of the pontoon closer to the river, the current application seeks through the control of vessel lengths to avoid any impacts on navigation by ensuring that the projection into the river is no further than the outer extent of the barge.

- 6.3 The spit of land has a projection into the river of approximately 1.2 metres; taking a line from the western edge of this directly north it would still be within the line of the outer extent of the barge and therefore would not project further into the river than the previously existing situation.

- 6.4 The siting of the mooring pontoon to the river side of the guide piles results in the pontoon being located approximately 3.7 metres further forward of the approved position, taking account of its reduced width. The previous approval did not seek to restrict the length of vessels utilising the moorings. In order to address concerns regarding reduction of the river width at this location the application proposes limiting the length of vessels using the moorings to two moorings for vessels up to 9.5 metres in length and four moorings for vessels up to 8.2 metres in length, with a mooring to the north of these to be for a single side on mooring only. It is noted that signs have already been put in place to advise potential moorers of the restrictions at these moorings. The limits to vessel length would ensure that any projection into the river would still be within the line of the outer extent of the previously existing barge, this has been assessed by both the Broads Authority's Waterways and Recreation Officer and the Broads Authority's Head of Ranger Services who consider that the restrictions proposed are acceptable.
- 6.5 It is noted that representations were received which were sceptical of the proposed restriction of vessel lengths suggesting it is unworkable and impractical. As noted above, the signs are already in place (having been installed in July) and there have subsequently been no known transgressions and no reports received of any issues with regard to use of these moorings. The use of these moorings has been carefully monitored by the Ranger team.
- 6.6 It is further noted that it has been recommended that a temporary permission only is granted in order to monitor the management of the moorings. This application is only to vary condition 2 of the planning permission under ref BA/2017/0155/FUL and it is only possible to consider whether variation of that condition is acceptable, it is not possible under this application to add new conditions. However, should transgressions occur there are mechanisms for addressing this which would begin with a planning enforcement investigation. The use of a temporary consent would only be appropriate if the issue were whether the projection into the river is acceptable, but if the proposed restrictions are considered acceptable, the only reasonable course of action would be to approve the current application and to monitor compliance with the approved plans as the Authority would with all other planning permissions.
- 6.7 With regard to the above assessment it is considered that the retention of the addition to the spit of land (peninsula), mooring pontoon and finger jetties would not result in a projection into the river beyond the previously existing barge in this location, and that subject to restrictions on the length of vessels using the moorings and retention of the existing signs advising users of the restrictions, the proposal is considered acceptable with regard to Policy DP12 of the Development Management Policies DPD.

7. Conclusion

- 7.1 The proposed retention of the addition to the spit of land (peninsula), mooring pontoon and finger jetties would not be hazardous to navigation or result in a narrowing of the river taking into account the situation prior to the recent works being carried out, under planning ref BA/2017/0155/FUL although not in

accordance with those plans. Restrictions on vessel length and the requirement for one side-on mooring would also ensure there is no hazard to navigation or result in a narrowing of the river.

8. Recommendation

Approve subject to conditions as follows

- i. Standard time limit;
- ii. In accordance with submitted plans and signage details;

9. Reason for Recommendation

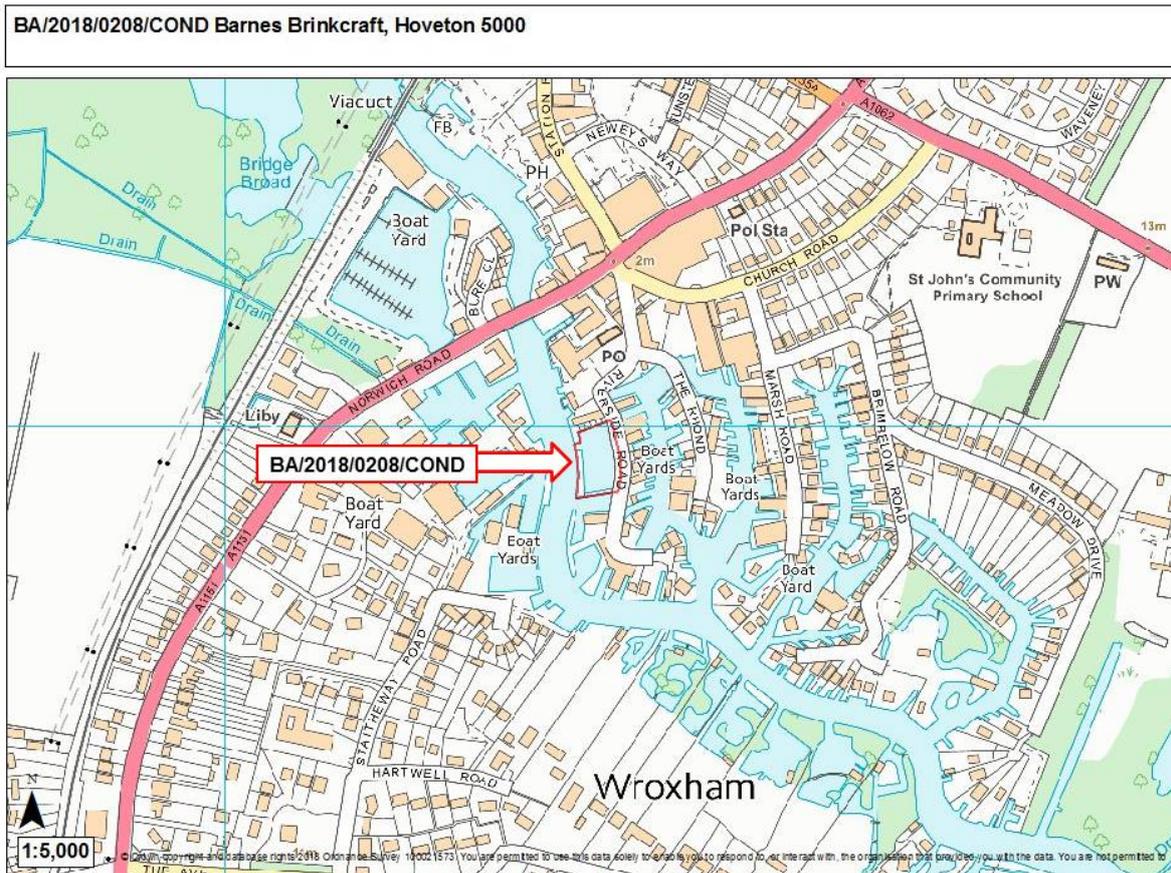
The proposal is considered to be in accordance with DP4, DP12, DP13, DP28 and DP29 of the Development Management Policies DPD (2011), and the National Planning Policy Framework (2018) which is a material consideration in the determination of this application.

List of Appendices: Location Plan

Background papers: Application File BA/2018/0208/COND

Author: Nigel Catherall

Date of Report: 30 August 2018



Enforcement of Planning Control

**Enforcement Item for Consideration:
Installation of Four Static Caravans in car park of
Beauchamp Arms Public House**
Report by Planning Officer (Compliance and Implementation)

Summary:	Unauthorised change of use for use of land for installation of four static caravans along south eastern boundary of Beauchamp Arms public house car park.
Recommendation:	That officers are authorised to serve an Enforcement Notice requiring the removal of the unauthorised static caravans and in the event of non-compliance to prosecute at magistrate's court.
Location:	Land at the Beauchamp Arms public house, Ferry Road, Carleton St Peter.

1 Background

- 1.1 The Beauchamp Arms Public House is situated in a remote location between the villages of Claxton and Langley on the south bank of the River Yare. It is a very prominent building over three storeys with moorings for craft on the south bank and it immediately adjoins Buckenham Sailing Club which is to the south east of the Beauchamp Arms alongside the River Yare.
- 1.2 Historically the Buckenham Ferry operated here across the River Yare and for that reason a public footpath runs to the public house down the access track, called Ferry Road, which is approximately half a mile long from the Norwich Road. The access track benefits from having mature trees on each side and a wide grass verge to the west and it is very prominent in the surrounding open marsh land.
- 1.3 In May 2018 officers became aware that a number of static caravans had been installed on land at the Beauchamp Arms PH. The owner did notify officers prior to their installation, claiming he already had planning permission but he was advised at the time that he did not and should not bring them on site in the absence of a permission; he was also advised that planning permission was to be granted. It should be noted that previously (in 2011) there were a number of unauthorised static caravans located at this site. However, following an enforcement investigation and negotiation they were removed by the landowner without the need to issue any formal notices. The land is still in the same ownership.

- 1.4 Since 2011 there have been no static caravans located at the site. The units which are the subject of this report comprise four large static caravans, some with broken windows and all pre-used. They are currently stored in the car park alongside the south eastern boundary of the car park. They are not in use and nor has the site been levelled or the units made ready for use. No supporting structures have been constructed around them but the owner has expressed his intention that they be hired out to fishermen as accommodation.
- 1.5 Officers met with the applicant at the site in late May 2018, by which time the units had been delivered to the site, but not located in the car park being instead alongside the access road to the public house immediately before entering the car park. He was again advised that it was not acceptable in planning terms to have static caravans at the site.
- 1.6 A subsequent site visit in early July established that the static caravans had been relocated to the car park of the public house, where they remain. The landowner was written to and given one month to remove them from the site. However, a follow up site visit in early August 2018 found that they had not been removed and remained located in the car park.
- 1.7 The owner was written to in mid-August and advised that a report would be taken to planning committee in mid-September seeking authority to serve an Enforcement Notice requiring the removal of the static caravans from the site.

2 The Planning Issues

- 2.1 The standing of static caravans in this location constitutes a material change of use from land in the curtilage of the public house to land used for separate storage and planning permission is required. Currently the units are not in use for accommodation purposes, but should they be used as indicated by the landowner for accommodation for fishermen this would constitute a residential use, albeit for holiday purposes. Again, planning permission would be required.
- 2.2 The use of this site for the storage of caravans is contrary to development plan policy. The storage use is not linked in any reasonable or functional way to the adjacent public house use and the standing of the caravans has an adverse impact on the character and appearance of the local landscape. No justification has been provided for why they are required.
- 2.3 Looking at the expressed intention to use the units to provide accommodation for fishermen, it is clear that an objection would be raised against any new habitable accommodation in this location because the site is situated within the functional floodplain (Flood Risk Zone 3B) where such development is not permitted. The Environment Agency's flood risk compatibility table shows that within Flood Zone 3B only 'water compatible' uses would be acceptable, with an exception test required for 'essential infrastructure'. The provision of habitable accommodation is considered to be 'more vulnerable' to flood risk and therefore not considered an acceptable use.

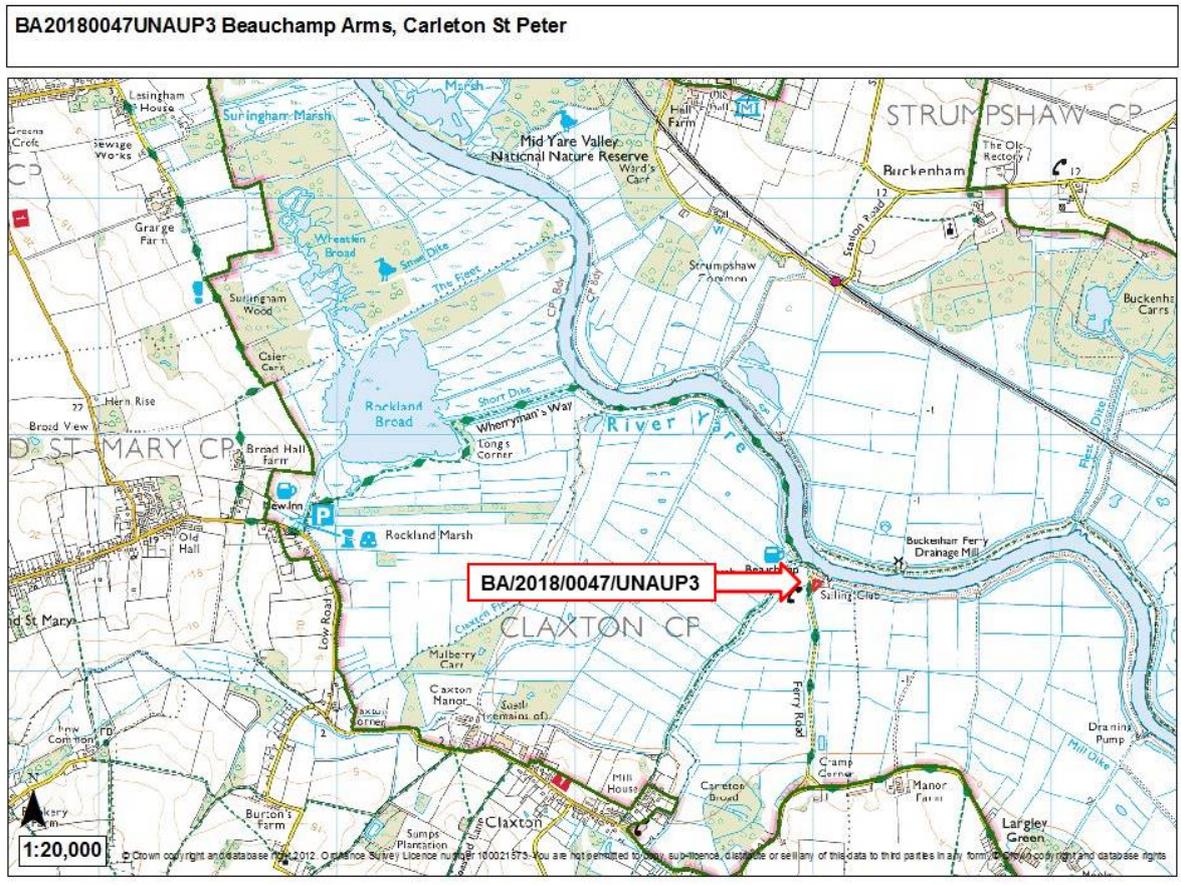
2.4 It is considered that the unauthorised development is in conflict with development plan policy, particularly adopted development management policies DP1 and DP4.

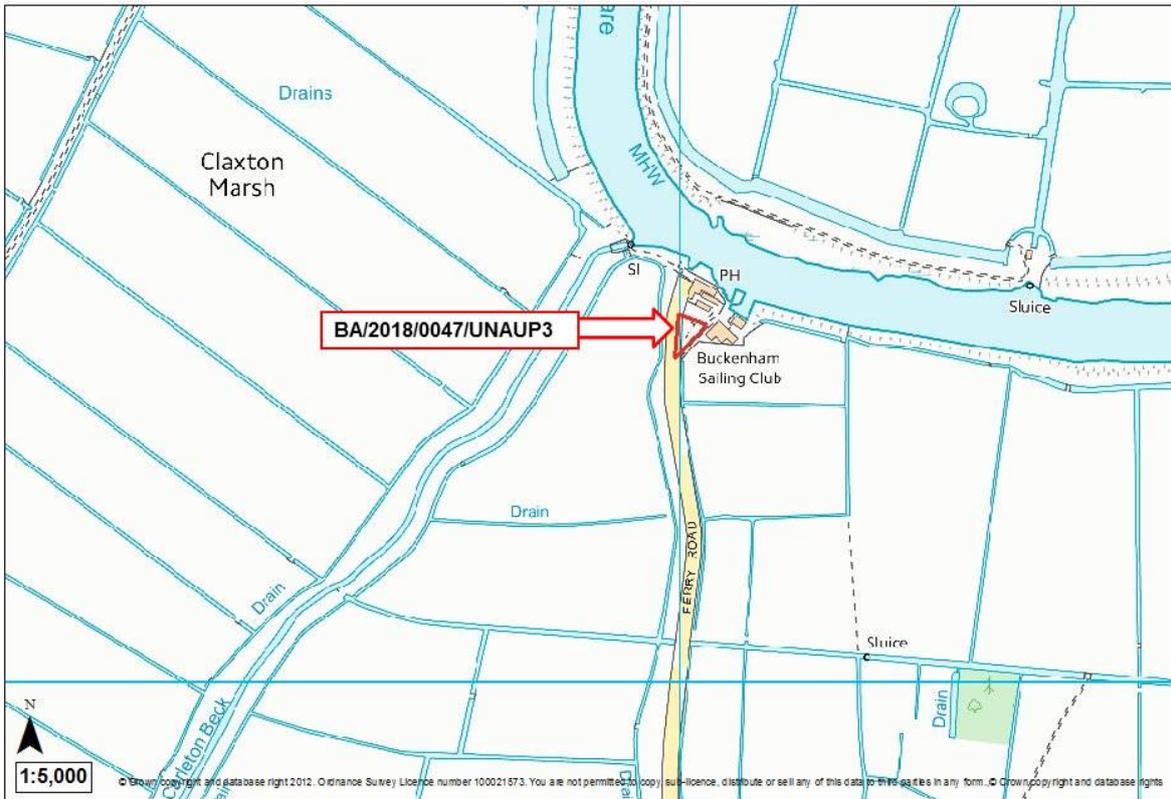
3 Conclusion and Recommendation

3.1 No justification has been provided for the use of this land for the storage of static caravans, which do not appear to be associated with any lawful use on the site. It is not possible to make their installation acceptable in planning terms and because of the demonstrated unwillingness of the landowner to remove the static caravans from the site the serving of an Enforcement Notice is considered necessary to remedy the breach of planning control. A compliance period of three months is recommended.

3.2 In the event of non-compliance with the Enforcement Notice authority is sought to prosecute in the magistrate's court.

Background papers: Broads Authority Enforcement File BA/2018/0047/UNAUP3
Author: Tony Risebrow
Date of report: 30th August 2018
Appendices: APPENDIX 1 - Site Map





Enforcement Update
Report by Head of Planning

Summary: This table shows the monthly updates on enforcement matters.
Recommendation: That the report be noted.

1 Introduction

1.1 This table shows the monthly update report on enforcement matters.

Committee Date	Location	Infringement	Action taken and current situation
10 October 2014	Wherry Hotel, Bridge Road, Oulton Broad –	Unauthorised installation of refrigeration unit.	<ul style="list-style-type: none"> • Authorisation granted for the serving of an Enforcement Notice seeking removal of the refrigeration unit, in consultation with the Solicitor, with a compliance period of three months; and authority be given for prosecution should the enforcement notice not be complied with • Planning Contravention Notice served • Negotiations underway • Planning Application received • Planning permission granted 12 March 2015. Operator given six months for compliance • Additional period of compliance extended to end of

Committee Date	Location	Infringement	Action taken and current situation
			<p>December 2015</p> <ul style="list-style-type: none"> • Compliance not achieved. Negotiations underway • Planning Application received 10 May 2016 and under consideration • Scheme for whole site in preparation, with implementation planned for 2016/17. Further applications required • Application for extension submitted 10 July 2017, including comprehensive landscaping proposals (BA/2017/0237/FUL) • Further details under consideration. • Application approved and compliance to be monitored in autumn • In monitoring programme
3 March 2017	Burghwood Barns Burghwood Road, Ormesby St Michael	Unauthorised development of agricultural land as residential curtilage	<ul style="list-style-type: none"> • Authority given to serve an Enforcement Notice requiring the reinstatement to agriculture within 3 months of the land not covered by permission (for BA/2016/0444/FUL; • if a scheme is not forthcoming and compliance has not been achieved, authority given to proceed to prosecution. • Enforcement Notice served on 8 March 2017 with compliance date 19 July 2017. • Appeal against Enforcement Notice submitted 13 April 2017, start date 22 May 2017 (See Appeals Schedule) • Planning application received on 30 May 2017 for

Committee Date	Location	Infringement	Action taken and current situation
			<p>retention of works as built.</p> <ul style="list-style-type: none"> • Application deferred pending appeal decision. • Application refused 13 October 2017 • Appeal dismissed 9 January 2018, with compliance period varied to allow 6 months. • Compliance with Enforcement Notice required by 9 July 2018. • Site inspected on 21 February in respect of other conditions. • Site monitoring on-going, with next compliance deadline 31 March 2018 • Site inspected 8 May 2018. Compliance underway in accordance with agreed timescales. Next monitoring scheduled for July 2018. • No further works undertaken, so non-compliance with Enforcement Notice • Operator given to 6 August 2018 to comply. Compliance not achieved. • Prosecution proceedings commenced. • Breach of Condition Notices issued on 30 August 2018 in respect of non-compliance with conditions 3,4, and 5 of BA/2016/0444/FUL.
31 March 2017	Former Marina Keys, Great	Untidy land and buildings	<ul style="list-style-type: none"> • Authority granted to serve Section 215 Notices • First warning letter sent 13 April 2017 with compliance

Committee Date	Location	Infringement	Action taken and current situation
26 May 2017	Yarmouth		<p>date of 9 May.</p> <ul style="list-style-type: none"> • Some improvements made, but further works required by 15 June 2017. Regular monitoring of the site to be continued. • Monitoring • Further vandalism and deterioration. • Site being monitored and discussions with landowner • Landowner proposals unacceptable. Further deadline given. • Case under review • Negotiations underway • Planning Application under consideration
5 January 2018	Barnes Brinkcraft, Riverside Estate, Hoveton	Non-compliance with planning condition resulting in encroachment into navigation of moored vessels	<ul style="list-style-type: none"> • Authority given to negotiate solution • Meeting held 17 January and draft scheme to limit vessel length agreed in principle. Formal confirmation awaited. • Report to Navigation Committee on 22 February 2018 • Planning application required • Planning application in preparation • Planning application under consideration. See agenda item.
23 March 2018	Rear of Norfolk Broads Tourist	Unauthorised development: free	<ul style="list-style-type: none"> • Authority given to serve an Enforcement Notice requiring the removal of the freestanding structure and associated

Committee Date	Location	Infringement	Action taken and current situation
	Information and Activity Centre 10 Norwich Road Wroxham	standing structure and associated lean-to.	lean- to with a compliance period of 6 months. <ul style="list-style-type: none"> Enforcement Notice served 3 April 2018, with compliance date of 3 October 2018.
27 April 2018	Land north of Bridge Cottage, Ludham	Unauthorised retention of hardstanding and structures, plus erection of workshop	<ul style="list-style-type: none"> Authority given to serve an Enforcement Notice requiring removal of the all unauthorised uses on site, the unauthorised hardstanding and removal of all the unauthorised structures including the fence surrounding the site, the shed, portacabin and shipping container and restoration of the land in accordance with condition 7 of planning permission BA/2009/0202/FUL with a compliance period of 3 months. Enforcement Notice served 3 May 2018, with compliance date of 14 September 2018
27 April 2018	Former Waterside Rooms, Station Road, Hoveton	Untidy land and building	<ul style="list-style-type: none"> S215 Notices issued 28 August 2018 with compliance date of 28 October 2018

2 Financial Implications

2.1 Financial implications of pursuing individual cases are reported on a site by site basis.

Background papers: BA Enforcement files
 Author: Cally Smith
 Date of report: 29 August 2018

Appendices: Nil

Consultation: Lake Lothing Third River Crossing
Report by Head of Planning

Summary: The Broads Authority has been consulted on the proposal to construct a third river crossing at Lake Lothing.

Recommendation: That, subject to the detailed comments of the Navigation Committee, the proposal is supported.

1. Introduction

- 1.1 There are currently two river crossings in Lowestoft and there has long been an aspiration for a third. There is a bascule bridge located at the eastern end of the town, adjacent to the outer harbour, which takes traffic from the A12 into either the port or the town centre, whilst the crossing at Oulton Broad links from the A146 and takes traffic through the western suburbs into the town or to the through route north to Great Yarmouth. Both routes suffer significant congestion, especially at peak times, with the Oulton Broad crossing also affected by the level crossing at the Oulton Broad North railway station.
- 1.2 In 2015 Suffolk County Council consulted on three options for a third river crossing, located at the east, west or central section of Lake Lothing. The favoured option was the central location and this is the scheme which has been developed. In March 2016, a provisional funding agreement of approximately £73m was received by the Council from the Department for Transport for the Lake Lothing Third Crossing project.
- 1.3 The planning application for the third river crossing has now been submitted by Suffolk County Council. Development of this nature constitutes a Nationally Significant Infrastructure Project (NSIP) so the application must be submitted to and determined by the Planning Inspectorate.
- 1.4 The Planning Inspectorate is undertaking a consultation on the application and, accordingly, has consulted the Broads Authority. The application will be heard and considered at an Examination by a Planning Inspector in due course in accordance with the NSIP process.
- 1.5 Members should be aware that the Director of Operations and Head of Navigation have been part of the working group looking at the design and development of the third crossing.

2. The proposed river crossing

- 2.1. The planning application proposes a third river crossing to be located towards the eastern end of Lake Lothing, crossing it between the eastern end of the

former Sanyo site in the south at Waveney Drive and the North Quay Retail Park to the north. It would be located broadly centrally within the area of the port.

- 2.2 The bridge is proposed as a lifting structure to enable tall vessels to pass through, with a deck height of around 12m above high water. There would be two bridge abutments within the river channel to support the bridge, with further supports on land. These abutments would be located approximately one third of the way into the channel, one each north and south, so that the bridge hole would occupy the centre of the channel. There would be fendering on the inside of the bridge hole to protect the structure, and a pontoon located at south quay.
- 2.3 It should be noted that height of the bridge deck is higher than that of the existing bascule bridge so many vessels would be able to pass underneath without the need to lift. This is, of course, relevant given that one of the reasons for the scheme is to reduce congestion, including that resulting from the need to open the existing bascule bridge.
- 2.4 The opening element of the bridge would be in the form of a pivoting deck of 45m in length which would be located upright to the south of the bridge when in the closed position (ie with traffic crossing the bridge) and which in the open position would turn vertically through 180° to sit parallel the ground to allow the main bridge deck to lift out of the channel. An artist's impression of the appearance of the bridge is attached at Appendix B and the following links will provide the details of the bridge:
<https://infrastructure.planninginspectorate.gov.uk/wp-content/uploads/projects/TR010023/TR010023-000216-2.9%20Engineering%20Section%20Drawings%20and%20Plans%20Mainline%20Sheet%202%20of%202.pdf>
and a virtual fly through <https://www.suffolk.gov.uk/roads-and-transport/transport-planning/lake-lothing-3rd-crossing/>

3. Consultation responses

- 3.1 The Director of Operations advises that "...the design and build of the third crossing has been done to ensure that:
- The Navigation remains open (may be some reduced operational time but that will be managed)
 - The Bridge is designed to open.
 - The correct fendering and control systems will be in place to allow the opening/closing to meet traffic and navigation demands.

I am satisfied that the needs of navigator's has been expressed and assurance have been made that these will be honoured".

- 3.2 A report has been prepared for the 6 September meeting of the Navigation Committee and their comments will be reported orally.

4. Assessment

- 4.1 In responding to the consultation on this proposal it is appropriate to consider the principle of the scheme, and whether the Authority supports it, as well as the impact of the scheme on the Broads, including on the navigation.
- 4.2 Looking first at the principle of the scheme, the issues of traffic congestion in Lowestoft are recognised. The area is important to visitors to the southern Broads, both local and those entering the Broads system through Mutford Lock, and access issues and congestion discourage visits as well as impacting adversely on the visitor experience after arrival. Furthermore, the area is of national importance to the offshore energy sector, which is increasingly based in Lowestoft and Great Yarmouth and makes a very significant contribution to the local economy. Works to improve the access to and within the town and to the port, which will support both the leisure industry and the commercial sector, are very welcome and can be fully supported.
- 4.3 The construction of a third river crossing would introduce an obstruction within Lake Lothing and this would inevitably have an impact on navigation as passage through the waterbody would be impeded. It is the case, however, that for Broads navigators this would only affect those transiting Lake Lothing to enter or exit the system from the North Sea (rather than those navigating on the Broads themselves) and they will already need to pass through the two existing structures, one at each end. It is useful to compare the proposed new crossing to each of these. The proposed new crossing has been designed to have a deck height which is higher than that of the existing bascule bridge, so it is a lesser obstruction and allows passage for both a larger size and number of vessels, whilst when compared to Mutford Lock, the opening arrangements would be more responsive. The support of the Director of Operations is noted and the proposed bridge appears to be acceptable in principle.
- 4.4 The views of the Navigation Committee will be reported orally.
- 4.5 The proposed new bridge is a substantial structure and the 45m tall upstanding deck would be visible from Oulton Broad and, potentially, Oulton Dyke and parts of the Waveney valley. In local views, from, for example, Oulton Broad, it would be seen in the context of the port and the substantial structures and vessels therein, whilst from longer range views it would be seen as part of the general conurbation. In principle there is no objection, however there are a number of detailed points around the associated infrastructure which are worth noting.
- 4.6 It is not clear from the detailed plans how pedestrians and cyclists will access the bridge, particularly as there is a height difference between the access road and bridge. It is important that the new crossing is fully accessible and functions effectively for all users, especially given the number of homes and offices in the area. There are also redevelopment opportunities in the area and the 'avenue style' access road should be located so as not to compromise these. It is also noted that the visibility splay are all quite wide, exceeding the specifications set out in the Manual for Streets. It would be

useful to refer these comments to the determining authority as part of a response.

5. Conclusion and recommendation

- 5.1 The proposal to construct a third river crossing in Lowestoft is scheme which can be welcomed in principle as it would help to address the issues of congestion and delay which impact adversely on the use and development of the town. The views of the Navigation Committee are currently awaited, but subject to their being satisfied that the proposal would not have an adverse impact on navigation, the Authority's support for the scheme can be submitted to the Planning Inspectorate.

Background papers: None
Author: Cally Smith
Date of report: 30 August 2018
Appendices: Appendix B

Lake Lothing Third River Crossing



Figure 1: Artists' impression of the Scheme with bridge lowered



Figure 2: Artists' impression of the Scheme with bridge raised

Appeals to the Secretary of State: Update
Report by Administrative Officer

Summary: This report sets out the position regarding appeals against the Authority since 1 June 2018.

Recommendation: That the report be noted.

1 Introduction

1.1 The attached table at Appendix 1 shows an update of the position on appeals to the Secretary of State against the Authority since June 2018.

2 Financial Implications

2.1 There are no financial implications.

Background papers: BA appeal and application files

Author: Sandra A Beckett
Date of report: 23 August 2018

Appendices: APPENDIX 1 – Schedule of Outstanding Appeals to the Secretary of State since June 2018

APPENDIX 1

Schedule of Appeals to the Secretary of State received since 1 June 2018

Start Date of Appeal	Location	Nature of Appeal/ Description of Development	Decision and Date
Awaited	APP/E9505/W/18/3204127 BA/2017/1030/OUT BA/2017/0487/COND Hedera House The Street THURNE NR29 3AP Mr Richard Delf	Appeal against grant of Planning Permission with Conditions	Committee Decision on 18 August 2017/ 2 March 2018

Decisions made by Officers under Delegated Powers

Report by Head of Planning

**Broads Authority
Planning Committee**

14 September 2018

Agenda Item No 13

Summary: This report sets out the delegated decisions made by officers on planning applications from 02 August 2018 to 29 August 2018
 Recommendation: That the report be noted.

Application	Site	Applicant	Proposal	Decision
Ashby, Herringfleet And Somerleyton PC				
BA/2018/0234/NONMAT	Chimneys Brickfields Somerleyton Suffolk NR32 5QW	Mr P Goldfinch	Replacement annex, non-material amendment to permission BA/2017/0203/HOUSEH	Approve Subject to Conditions
Barsham And Shipmeadow PC				
BA/2018/0246/HOUSEH	2 Bungay Road Shipmeadow Suffolk NR34 8HL	Mr Stephen Blogg	Increase in roof pitch to rear extension to provide bathroom.	Approve Subject to Conditions
Barton Turf And Irstead Parish Council				
BA/2018/0243/HOUSEH	Land Adjacent To The Old Rectory Hall Road Irstead Norfolk NR12 8XP	Mr Mark Tidy	Install 9.5m of new quay heading	Approve Subject to Conditions
Broome Parish Council				
BA/2018/0232/LBC	Tuns Barn Pirnhow Street Broome NR35 2RS	Mr W Peall	Installation of a metal flue for a woodburner.	Approve Subject to Conditions
Horning Parish Council -				
BA/2018/0209/HOUSEH	Willow Wren Burehaven Lower Street Horning Norfolk NR12 8PF	Mr Reg Parsons	Single storey extension, including extension of 1st floor balcony	Approve Subject to Conditions

Application	Site	Applicant	Proposal	Decision
BA/2018/0212/FUL	Sunrise Mooring Plot 6 Cold Harbour Road Ludham NR29 5NT	Mr Habgood	Reinstate original ground levels of part of the site using layered wood material and dredged sediment.	Approve Subject to Conditions
BA/2018/0291/NONMAT	Woodside School Road Horning Norfolk NR12 8PX	Mr Paul Jeffrey	Change of window material from aluminium to UPVC, non-material amendment to previous permission BA/2018/0041/HOUSEH	Approve Subject to Conditions
Hoveton Parish Council -				
BA/2018/0242/NONMAT	Ere quay The Rhond Hoveton Norfolk NR12 8UE	Mr Michael Beer	Change in material of quay heading, non-material amendment to previous permission BA/2017/0499/HOUSEH	Approve Subject to Conditions
Oulton Broad Parish Council -				
BA/2018/0164/ADV	Nicholas Everitt Park Bridge Road Lowestoft Suffolk NR33 9JR	Miss Emma Chapman	2 No. totems, 3 No. Noticeboards and 8 No. finger posts.	Approve Subject to Conditions
Repps With Bastwick Parish Council				
BA/2018/0224/HOUSEH	69 Riverside Repps With Bastwick NR29 5JX	Mr Bobby Burrage	Rear extension, replace window frames, replace lean to roof, treat exterior cladding - ebony, erect 2 x decking areas	Approve Subject to Conditions
Rollesby Parish Council				
BA/2018/0197/HOUSEH	6 Rollesby Gardens Rollesby NR29 5HD	Mr Geoff Beck	Two storey pitched roof extension to rear of property	Approve Subject to Conditions
Strumpshaw Parish Council				
BA/2018/0247/APPCON	Pumping Station Low Road Strumpshaw Norwich Norfolk	Ms Sarah Burston	Details of: Conditions 12: Breeding bird survey, 13: Bat and House Martin boxes,14 & 15: Construction Traffic Management Plan,16: Mid Yare Flood Plan, 17, 18 & 19: Compound site plan of permission BA/2017/0496/FUL	Approve