

Local Plan for the Broads

Publication Version Consultation For Broads Forum

Plan period: 2014 to 2036

Consultation period:



The National Planning Policy Framework states that every local planning authority in England should have a clear, up-to-date Local Plan that conforms to the Framework, meets local development needs and reflects local people's views about how they wish their community to develop.

The Preferred Options version of the Local Plan for the Broads includes proposed draft policies to help determine planning applications for development in the Broads Authority Executive Area.

We welcome your views on this Publication Local Plan document.

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1. Introduction

1.1. About the Local Plan

Local planning authorities must prepare a Local Plan that sets planning policies in a local planning authority area. These are very important when deciding planning applications, as all decisions must be made in accordance with the policies unless there are strong reasons not to do so. Local plans must be positively prepared, justified, effective and consistent with national policy, in accordance with section 20 of the Planning and Compulsory Purchase Act 2004 (as amended) and the National Planning Policy Framework (NPPF).

The NPPF states that every local planning authority in England should have a clear, up to date Local Plan that conforms to the Framework, meets local development needs and reflects local people's views about how they wish their community to develop. The plan preparation process should fully involve everyone with an interest in the document or area, and they should have had the chance to comment.

The Broads Authority has three adopted Planning Policy documents: The Core Strategy, Development Management Document and the Site Specific Local Plan. Some of these policies have existed since 2007 and are no longer fully in line with Government policy. As such, we are reviewing all our current policies and looking into current issues in order to produce a new, up-to-date Broads Local Plan.

This Publication stage of the process includes final draft policy wording. The final draft policies are based on evidence reports, consultation responses to the Issues and Options stage (Feb-Apr 2016) and the Preferred Options stage (Dec to Feb 2017), and on our current adopted policies.

For the avoidance of doubt, until the new Local Plan is adopted the existing adopted and saved policies are in place and will be used in determining planning applications.

1.2. Publication Sustainability Appraisal

A Sustainability Appraisal of the Publication Local Plan has been prepared and is also published for consultation¹.

The Planning and Compulsory Purchase Act 2004 requires a Sustainability Appraisal (SA) to be undertaken for Local Plans. The Broads Local Plan SA will examine whether the effects of the specific sites/areas allocations and policies, individually or collectively, give rise to sustainability benefits or dis-benefits. The SA assesses the short, medium and long-term social, environmental and economic effects of the individual policy options and the combined effects, in these terms, of the policies for the whole area.

The Scoping Report for the SA was consulted on from 13 October to 14 November 2014. A further consultation of changes to the SA Objectives was undertaken in April 2016. In general, the proposed approach to the SA was well received.

1.3. Habitats Regulation Assessment

The Conservation of Habitats and Species Regulations 2010, as amended, normally referred to as 'the Habitats Regulations,' transpose the requirements of the EU Habitats and Birds Directives into UK law. The

Regulations require a Habitats Regulations Assessment (HRA) to assess potential impacts from the plan on European wildlife sites. This plan has been the subject of HRA, and measures have been embedded within the plan to protect European sites, including in relation to recreation pressure, tourism and water based activities. The HRA is updated alongside the plan, informing any modifications in light of potential effects on European sites. The final plan is adopted with certainty that European sites will not be adversely affected by its implementation. Project level HRAs will be required to ensure that detailed project design secures European site protection. A HRA of the Broads Local Plan Publication version has been prepared and is also published for consultation¹.

The designated sites that are covered by the HRA are Special Areas of Conservation (SACs), Special Protection Areas (SPAs) and Ramsar sites. These will be referred to collectively as ‘European sites’ in the Local Plan document.

1.4. Local Plan Production process

The following table shows the proposed Broads Local Plan process. The Local Development Scheme, which shows when the various stages of the process are intended to take place, may be found at on the Authority’s website². This is the Publication stage, as highlighted below.

Table 1: Broads Local Plan Process

Sustainability Appraisal and Habitats Regulation Assessment	1: Identify issues	Review existing policies and identify current gaps in policies.
	2: Collect evidence	Research that will inform the Local Plan.
	3: Consult (Issues and Options)	The Authority will inform stakeholders and the public that the Local Plan is being produced and ask for views on what the plan should cover. Minimum of 6 week consultation period. (Regulation 18)
	4: Prepare Draft Plan	The evidence and comments received help produce a draft Local Plan.
	5: Consult (Preferred Options)	The Authority will consult with stakeholders and the public on the draft Local Plan for a minimum of 6 weeks.
	6: Improve Plan	The Authority will take on board comments received and any further evidence as they improve the Local Plan.
	7: Publish Plan (Publication)	The plan is available for stakeholders and the public to comment on for a minimum of 6 weeks. (Regulation 19)
	8: Submit	The Authority will assess the comments received. If it considers that the Local Plan is sound, it can submit the Plan to the Planning Inspectorate. Regulation 22. If the Authority wishes to improve the plan, then stages 6 and 7 are repeated.
	9: Examine	The Plan is examined by an independent Planning Inspector. There may be Public Hearings. (Regulation 24)
	10: Adopt	If the independent Planning Inspector finds the Local Plan sound, the Plan can be adopted by the Authority. (Regulations 25 and 26). If the Inspector does not find the Local Plan sound, the process goes back to stage 6.

1.5 BREXIT and Local Plan production

¹ <http://www.broads-authority.gov.uk/broads-authority/how-we-work/transparency/consultations>

² xxxx

The UK's decision to leave the European Union following the Referendum in June 2016 has not, at the time of writing, created any changes to regulations relating to Local Plans.

Of relevance, the White Paper called *'The United Kingdom's exit from and new partnership with the European Union'*³ states up front that *'to provide legal certainty over our exit from the EU, [the Government] will introduce the Great Repeal Bill to remove the European Communities Act 1972 from the statute book and convert the 'acquis' – the body of existing EU law – into domestic law. This means that, wherever practical and appropriate, the same rules and laws will apply on the day after we leave the EU as they did before'*.

The Great Repeal Bill was announced to Parliament on 10 October 2016. The Bill has three primary elements:

- First, it will repeal the European Communities Act 1972;
- Second, the Bill will preserve EU law where it stands at the moment before the UK leaves the EU. Parliament (and, where appropriate, the devolved legislatures) will then be able to decide which elements of that law to keep, amend or repeal. The UK courts will then apply those decisions of Parliament and the devolved legislatures;
- Finally, the Bill will enable changes to be made by secondary legislation to the laws that would otherwise not function sensibly once the UK has left the EU.

In general this means that the current EU law will be in place once the UK leaves the EU. As such this draft Local Plan is based on current rules and regulations.

1.6 The Broads Plan

The Broads Plan is the most important management plan for the Broads. It sets out a long-term vision and partnership actions to benefit the local environment, communities and visitors. The Plan integrates and guides a wide range of strategies, programmes and policies relevant to the Broads, and is reviewed and updated on a regular basis. Broads Plan 2017 updates the 2011 Plan, focusing on the period 2017-22.

The Broads Plan is different to the Local Plan. The Local Plan is about planning and planning applications in the Broads. The Broads Plan is about managing the Broads. Whilst the two plans are different, because the Broads Plan is so important to managing the Broads, an assessment has been made to show the links between the Broads Plan and the Local Plan¹.

3

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/589191/The_United_Kingdoms_exit_from_and_new_partnership_with_the_EU_Web.pdf

2. Overview of Document

Chapter 1, 2 and 3: Document background and how to respond

Chapters 4, 5, 6, 7 and 8: Background information on the Broads and the production of this document.

Chapters 9 to 17: Environmental issues.

Chapters 18 to 22: Economic issues.

Chapters 23 to 27: Societal issues.

Chapter 28: Developer contributions and obligations.

Chapter 29: Other development management policies.

Chapter 30: Site Specific policies.

There are three types of policies: Strategic, Development Management and Site Specific.

As this stage of the Local Plan process is called the Publication Stage, all draft policies start with 'PUB'.

Strategic policies have the suffix 'SP'.

Strategic Policies are in a box like this.

Development Management policies have the suffix 'DM'.

Development Management policies are in a box like this.

Site Specific policies have a three-letter suffix using the first three letters of the relevant settlement (for example 'ACL' for Acle). For area-wide policies the suffix 'XNS' is used.

Site Specific policies are in a box like this.

Ecosystem services/natural capital

'Natural capital' is the Earth's store of natural resources, including water, air, soil, geology and all living things. These resources provide us with a wide range of beneficial goods, services and cultural values, sometimes referred to as ecosystem services or public goods. This includes provisions such as food, fibre, fresh water and energy; regulating services such as clean air and water regulation, carbon storage and flood regulation; and cultural values such as recreation, education or simply admiring the view; all of which are supported by underpinning functions such as biodiversity, photosynthesis, and water and nutrient cycling.

There is no specific policy relating to natural capital or ecosystem services as all the policies seek to protect or reflect what nature provides for us in one way or another.

3. About this consultation

Tell us what you think!

This is the third stage of the Local Plan production process, where we consult on our draft final policies. This consultation stage still offers a real opportunity for you to influence the Local Plan.

We welcome your feedback on any part of this document.

All **consultation documents and maps** are available at <http://www.broads-authority.gov.uk/broadsconsultations>.

We are also holding public sessions at venues around the Broads, where you can drop in and talk to the Authority's officers. For more information, visit the above web page.

Printed copies of the Publication Local Plan and the Sustainability Appraisal, and a CD with other consultation documents, are available to view at the following venues. For opening times, please contact the venue directly or check on their website.

- Broads Authority, Yare House, 62-64 Thorpe Road, Norwich NR1 1RY
- Broadland District Council, 1 Yarmouth Road, Norwich NR7 ODU
- Great Yarmouth Borough Council, Town Hall, Hall Plain, Great Yarmouth, Norfolk NR30 2QF
- North Norfolk District Council, Holt Road, Cromer NR27 9EN
- Norwich City Council, City Hall, St Peter's St, Norwich NR2 1NH
- South Norfolk Council, Cygnet Court, Long Stratton NR15 2XE
- [Waveney District Council, Marina Centre, Marina, Lowestoft NR32 1HH](#)
- Norfolk County Council, County Hall, Martineau Lane, Norwich NR1 2DH
- Suffolk County Council, Endeavour House, 8 Russell Road, Ipswich IP1 2BX
- Acle Library, Bridewell Lane, Acle NR13 3RA
- Beccles Library, Blyburgate, Beccles NR34 9TB
- Brundall Library, 90 The Street, Brundall NR13 5LH
- Bungay Library, Wharton Street, Bungay NR35 1EL
- Cromer Library, Prince of Wales Road, Cromer NR27 9HS
- Great Yarmouth Library, Tolhouse Street, Great Yarmouth NR30 2SH
- Loddon Library, 31 Church Plain, Loddon NR14 6EX
- Lowestoft Library, Clapham Road South, Lowestoft, NR32 1DR
- Oulton Broad, Library Council Offices, 92 Bridge Road, Oulton Broad NR32 3LR
- Norwich Millennium Library, The Forum, Millennium Plain, Norwich NR2 1AW
- Stalham Library, High Street, Stalham NR12 9AN
- Wroxham Library, Norwich Road, Wroxham NR12 8RX
- Whitlingham Tourist Information Centre

We have also produced a **summary leaflet/questionnaire** Which summarises the thrust of the policy on one sentence. Visit <http://www.broads-authority.gov.uk/broadsconsultations> or complete an online questionnaire at: xxxx

This consultation ends at xxxxxx

4. About the Broads – Spatial Portrait

The Broads is an internationally important wetland and designated protected landscape of the highest order. It is also a member of the family of UK National Parks.

4.1 The Broads Authority Executive Area

The designated Broads Authority Executive Area covers parts of Norfolk and North Suffolk, as shown in white in Map 1 below. The Executive Area includes parts of Broadland District, South Norfolk District, North Norfolk District, Great Yarmouth Borough, Norwich City and Waveney District. The councils for those areas do not have planning powers in the Broads area, but retain all other local authority powers and responsibilities. Norfolk County Council and Suffolk County Council are the county planning authority for their respective part of the Broads, with responsibilities that include minerals and waste planning.

The Broads does not sit in isolation. There are important linkages with neighbouring areas in terms of the community and economy. What goes on outside the Broads affects the area within, and vice versa.

Map 1: Broads Authority Executive Area



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4.2 The Broads Authority

The Broads Authority is a Special Statutory Authority established under the Norfolk and Suffolk Broads Act 1988. It has a statutory duty to manage the Broads for three specific purposes, none of which takes precedence:

- *Conserving and enhancing the natural beauty, wildlife and cultural heritage of the Broads;*
- *Promoting opportunities for the understanding and enjoyment of the special qualities of the Broads by the public; and*
- *Protecting the interests of navigation.*

Additionally, in discharging its functions, the Broads Authority must have regard to

- *The national importance of the Broads as an area of natural beauty and one which affords opportunities for open-air recreation;*
- *The desirability of protecting the natural resources of the Broads from damage; and*
- *The needs of agriculture and forestry and the economic and social interests of those who live or work in the Broads.*

The Broads Authority is the local planning authority for the Broads. It is responsible for producing the new Broads Local Plan that guides development in the area and is used in determining planning applications. A primary aspect of the Broads is that it is a nationally designated area, protected and enhanced for the benefit of the nation as well as for the local population and businesses. This is the justification for control of local planning within the designated area to be entrusted to a special purpose body that includes representation of the national interest as well as of local councils and navigators.

4.3 The landscape of the Broads



The Broads is a low-lying wetland mosaic of flooded former peat workings ('broads') of various sizes, river channels, reed swamp, fen, carr woodland and drained grazing marsh, with some arable cultivation. It also includes a small stretch of undeveloped coastline near Horsey and Winterton.

Traditional settlements tend to be on slightly higher ground, with extensive areas of reed beds, grazing marsh and some carr in and on the edges of the floodplain. There is no particular general building vernacular, but the traditional villages tend to have a variety of surviving older buildings which may have similar characteristics and be of considerable quality or interest, usually clustered near a staithe (traditional landing area), either on a river or connected to it by dyke, and surrounded by more modern housing of no particular distinction. That being said, the vernacular of the Broads is evolving and the Authority is open to the potential for modern design as this could contribute to the future cultural heritage of the Broads.

On the riverside, around both staithes and the few other road accesses to the waterside, is often a string of chalets/bungalows and sometimes grander houses. These display a distinctive palette of a progression of early 20th century architectural styles, including versions of Arts and Crafts, Cottage ornée and mock Tudor particular to the area. There are also boatyards, with buildings of a more utilitarian and industrial character, together with boat mooring basins cut into the marshes, both visually enlivened by boats and their to-ing and fro-ing. These centres of population can be crowded and busy in summer, but population elsewhere in the Broads is sparse.

Drainage mills and isolated farmhouses sparingly punctuate views across the marshland, and the relative absence of fences (because dykes and drains divide the marshes and contain grazing cattle) accentuates its open, flat and empty appearance. Boats, birds, cattle, field gates, willow pollards and reed-fringed ditches are also important landscape features across the area.

It is a landscape of contrast and surprise, with rivers and broads often concealed from immediate view by carr woodland, or extensive views across marshes to distant woodland and settlements, with the presence of an intervening river often only revealed by the procession of a boat's sail in the middle ground. With its limited road and rail system, much of the Broads feels surprisingly remote and isolated, although footpaths cross the area and boat access is extensive.

4.4 The Economy of the Broads



Tourism is the mainstay of the Broads economy. In 2015, the Broads and surrounding area (including the area of influence) received around 7.4 million visitors, bringing an estimated £431million and directly supporting more than 7,200 FTE jobs⁴. Land and water based tourism is important in the area with around 12,173 boats on the Broads in 2015 (10,691 private craft and 1,482 hire craft). Many people also enjoy birdwatching, walking, cycling, angling, visiting heritage sites and just being near the water.

Boatyards and other waterside businesses are critical to the enjoyment of the special qualities of the area by tourists and local residents alike. They are also important to the local economy and to local employment. Although many people come to the Broads as day visitors, provision of holiday accommodation is very important, as is the variety of types and locations of such accommodation.

The local economy is, however, not entirely tourism related. Agriculture is the predominant business use in terms of area (though not in terms of numbers employed or monetary value). It has a vital role in

⁴ STEAM Report: Volume and Value of Tourism in the Broads 2014/15

maintaining the landscape and its scenic and environmental value. Boat building is also a locally important traditional industry.

A range of other businesses are located in the Broads. These tend to be small scale and service related, with a notable exception being the large sugar beet processing plant at Cantley.

4.5 The Biodiversity of the Broads



The Broads is one of Europe's most important wetlands for biodiversity and nature conservation. It is a predominantly freshwater ecosystem made up of meandering rivers connecting beautiful expanses of shallow water known as 'broads'. The surrounding habitats include botanically rich fens, home to the rare swallowtail butterfly, Norfolk Hawker dragonfly and the bittern. The invertebrate and bird rich wet woodlands, and the grazing marshes with their network of unique aquatic plant and animal ditch communities, make the Broads one of the most wildlife rich areas in the National Park family and in the UK.

The great importance for biodiversity is reflected in records for the Broads, which indicate:

- 11,067 species in total
- 19% of total protected species in the United Kingdom, and 26% of the UK's Biodiversity Action Plan species, occurring in an area only 0.4% of the United Kingdom
- 1,519 priority species, and particularly large numbers of priority bird species – 85% of Red, and 94% of Amber, designated UK Bird species
- Nineteen Global Red Data Book species
- A very wide range within taxonomic groups: e.g. 403 species of beetle, 251 species of fly and 179 species of moth
- 66 Broads Speciality species: 14 species entirely, and 17 largely, restricted to the Broads in the UK, and 35 with its primary stronghold in the area

4.6 Historic Environment and Culture of the Broads



The unique quality and distinctiveness of the built environment of the area, its drainage mills, river and waterside settlements and the Broads origins as manmade medieval peat diggings makes the Broads itself arguably one of England's most extensive industrial monuments. Collectively these features provide the context for individual sites of built and archaeological interest resulting in a true cultural landscape. The Broads Authority Executive Area contains over 270 Nationally Listed Buildings, 15 Scheduled Monuments and 25 Conservation Areas. The area has been identified by Historic England as being a site of exceptional potential for waterlogged archaeology, and the Broads Authority has developed a Local List of heritage assets which is updated regularly. The Broads is also home to numerous heritage craft including the famous trading wherries, other historic sailing and motor vessels.

The cultural assets of the Broads are a fragile, precious and finite resource. While the cultural value of the area can be added to by outstanding new design, its past is documented by the historic environment. It is important, therefore, that policies are in place to protect, enhance and better understand the historic environment and cultural landscape of the Broads.

4.7 Navigating the Broads



One of the Broads Authority's statutory purposes is to protect the interests of navigation. The Broads is one of the most extensive and varied inland waterway systems in the UK, offering 200km of boating on lock-free tidal rivers. The navigation reaches from the quiet headwaters of the Bure, Ant, Thurne and Waveney to the bustling centre of Norwich and coastal resorts of Great Yarmouth and Lowestoft. The North Walsham and Dilham Canal is within the Broads and is a heritage canal.

The Executive Area comprises approximately 1,974ha of water space and 63 open water bodies, covering 843ha. Many of these water bodies are 'broads' in the traditional sense, having been formed from medieval peat diggings and used as water transport routes linking settlements with the main rivers and tributaries, while others are of more recent and/or different origin, such as at Whitlingham Country Park, which was

developed on the site of a gravel quarry. Some broads have public navigation rights, others have more limited access, generally for environmental or land ownership reasons, while some others are landlocked and inaccessible to craft.

As a harbour and navigation authority, the Authority is responsible for the maintenance of the navigation on the waterways, which is entirely funded through income generated by boat tolls. Its duties include health and safety provisions, dredging, management of vegetation, clearance of wrecks and other hazards, signing and marking the waterways, maintaining the network of free 24-hour moorings and providing a ranger service to assist the public and enforce the byelaws, particularly speed limits.

4.8 The boats and people who sail them

Visitors taking to the network of rivers and broads in the summer months find themselves sharing the water space with many types of vessels ranging from canoes and paddle boards to period launches and day boats, some propelled by steam and dozens of types of nationally and internationally recognised racing/sailing dinghy. There are also the restored and maintained traditional trading wherries and leisure wherries. Boats are hired or privately owned.

This rich variety of boating heritage is probably unrivalled anywhere in the world. An indication of the commitment of local people to heritage boats and boating on the Broads is that there are over 50 voluntarily run clubs and classes affiliated to the Norfolk and Suffolk Boating Association.

4.8 The Community of the Broads

The resident population of the Executive Area is about 6,000 people. Living in the Broads, particularly close to the water, is highly prized and this is reflected in local house prices. Local communities strongly identify with the area and value its special qualities.

The National Census 2011 gives some facts and figures about the community of the Broads: **6,271** people live in the Broads. **49.8%** are male and **50.2%** are female. The mean age of the population is **49.3**. The **majority** work full time or are retired. **Most** identify their health as good or very good. **9.6%** residents reported having a long-term health problem or disability which limited their day to day 'a lot'. The Broads has a population density of **0.2 people per hectare**, and the number of households increased by **307** between 2001 and 2011.

The 2015 Indices of Multiple Deprivation (IMD) give an interesting insight into the community of the Broads. The IMD map for the Broads has been assessed as part of a Deprivation Topic Paper that can be found on the Broads Authority's website⁵.



⁵ http://www.broads-authority.gov.uk/_data/assets/pdf_file/0005/764474/The-Index-of-Multiple-Deprivation-Topic-Paper.pdf

4.9 Pressure on the Broads

The Broads is a fragile wetland, and has come under increasing pressure from a variety of sources, including development both internal and external to the Executive Area. In the last century, habitat loss and fragmentation, nutrient enrichment and pollution of waterways, and increasing threats from non-native species and rising sea levels associated with climate change, have seen a decline in species and habitats. The Broads Plan and the Broads Biodiversity Action Plan commit the Authority and its partners to halting and reversing this decline in species and habitats in the Broads. Sea level rise and pressure on water resources related to new development will also increase pressure on the Broads over time.

4.10 Access and Recreation



The Broads is one of the most extensive inland waterways in the UK. Boating is a major recreational activity, with around 12,000 licensed craft using the navigation area, from rowing boats and canoes to sailing boats, motor cruisers and commercial passenger vessels.

Due to the nature of its wetland landscape, many parts of the Broads are most easily accessible by water, with the unique experience this brings. However, the Broads is not just about water, and there are many recreational opportunities to be enjoyed on land. The area has an extensive rights of way network, with around 303km of public footpaths and 17km of public bridleways available for public use. There are three promoted long distance routes and a number of circular walks and cycle routes in the area. Additionally, approximately 150ha of land in the Broads has been designated as open access land under the Countryside and Rights of Way Act 2000. The Broads is also one of the most popular areas in the UK for angling.

Access and recreation provision in the Broads can contribute to the health and quality of life of residents of neighbouring areas and is especially important for urban dwellers and people from deprived communities.

As the UK's premier wetland and member of the UK family of National Parks. Internationally recognised for its landscape, nature conservation and cultural features, the Broads is a popular recreational destination, with miles of open water space and a rich variety of natural, historic and cultural assets to be explored and enjoyed.

5. Policy Context

5.1 Introduction

The following documents are relevant key policy documents that have helped shape the production of the Local Plan.

5.2 National Planning Policy Framework (NPPF) (2012)⁶

The National Planning Policy Framework acts as guidance for local planning authorities and decision-takers, both in drawing up plans and making decisions about planning applications, and is a material consideration in decision-making. Throughout this Local Plan, we refer to the relevant part of the NPPF.

5.3 National Planning Policy Guidance (NPPG) (2014)⁷

On 6 March 2014 the Department for Communities and Local Government (DCLG) launched this planning practice guidance web-based resource. This guidance is intended to assist practitioners. Ultimately the interpretation of legislation is for the Courts but this guidance is an indication of the Secretary of State's views. Planning practice guidance will be updated by DCLG as needed.

5.4 UK Marine Policy Statement (2011)⁸

Marine Policy Statement (MPS) is the framework for preparing Marine Plans and taking decisions affecting the marine environment. The Marine and Coastal Access Act 2009 requires all public authorities taking authorisation or enforcement decisions that affect or might affect the UK marine area to do so in accordance with the MPS unless relevant considerations indicate otherwise.

5.5 East Inshore and Offshore Marine Plans (2014)⁹

The East Inshore Marine Plan area includes the coastline stretching from Flamborough Head to Felixstowe, extending from mean high water out to 12 nautical miles, including inland areas such as the Broads and other waters subject to tidal influence, and covers an area of 6,000 square kilometres. The East Offshore Marine Plan area covers the marine area from 12 nautical miles out to the maritime borders with the Netherlands, Belgium and France, a total of approximately 49,000 square kilometres of sea.

Vision for East Marine Plan Areas in 2034

By 2034 sustainable, effective and efficient use of the East Inshore and East Offshore Marine Plan Areas has been achieved, leading to economic development while protecting and enhancing the marine and coastal environment, offering local communities new jobs, improved health and well-being. As a result of an integrated approach that respects other sectors and interests, the East marine plan areas are providing a significant contribution, particularly through offshore wind, to the energy generated in the United Kingdom and to targets on climate change.

5.6 National Parks Circular (2010)¹⁰

⁶ <https://www.gov.uk/government/publications/national-planning-policy-framework--2>

⁷ <http://planningguidance.planningportal.gov.uk/>

⁸ https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/69322/pb3654-marine-policy-statement-110316.pdf

⁹ <https://www.gov.uk/government/publications/east-inshore-and-east-offshore-marine-plans>

¹⁰ <https://www.gov.uk/government/publications/english-national-parks-and-the-broads-uk-government-vision-and-circular-2010>

While the National Parks and the Broads are established under two separate Acts of Parliament, the similarities between them are such that this circular has been produced to apply equally to them all. It sets out in relation to the Parks and the Broads:

- a vision for the English National Parks and the Broads for 2030;
- the key outcomes the Government is seeking over the next five years to ensure early progress towards the vision and suggested actions for achieving those outcomes;
- the key statutory duties of the National Park Authorities (NPAs) and the Broads Authority (together 'the Authorities') and how they should be taken forward;
- policy on governance of the Authorities;
- the contributions needed from others.

Vision for the English National Parks and the Broads

By 2030 English National Parks and the Broads will be places where:

- There are thriving, living, working landscapes notable for their natural beauty and cultural heritage. They inspire visitors and local communities to live within environmental limits and to tackle climate change. The wide-range of services they provide (from clean water to sustainable food) are in good condition and valued by society.
- Sustainable development can be seen in action. The communities of the Parks take an active part in decisions about their future. They are known for having been pivotal in the transformation to a low carbon society and sustainable living. Renewable energy, sustainable agriculture, low carbon transport and travel and healthy, prosperous communities have long been the norm.
- Wildlife flourishes and habitats are maintained, restored and expanded and linked effectively to other ecological networks. Woodland cover has increased and all woodlands are sustainably managed, with the right trees in the right places. Landscapes and habitats are managed to create resilience and enable adaptation.
- Everyone can discover the rich variety of England's natural and historic environment, and have the chance to value them as places for escape, adventure, enjoyment, inspiration and reflection, and a source of national pride and identity. They will be recognised as fundamental to our prosperity and well-being.

5.7 The Broads Plan

The Broads Plan is the key strategic management plan for the Broads. It sets out a vision, aims and objectives for the Broads and coordinates and integrates a wide range of strategies, plans and policies relevant to the area with the purposes and duties set out in the Broads Acts. There are ten aspirations:

Aspiration 1 Improve water capture and efficient water use across the Broads catchment, and develop a longer-term integrated flood risk management strategy for the Broads and coast

Aspiration 2 Protect, conserve and enhance water quality and land and habitat condition to benefit priority species, recognising natural environmental change and retaining a thriving and sustainable agricultural industry

Aspiration 3 Apply a catchment-scale approach to reduce sediment input and the sediment backlog, and sustainably reuse or dispose of dredged material

Aspiration 4 Maintain a safe, open navigation and reduce pressures on busy or vulnerable areas

Aspiration 5 Improve understanding, protection, conservation and enhancement of the Broads landscape character and distinctive built, cultural, archaeological and geological assets

Aspiration 6 Build the awareness and adaptive capacity of local communities to the challenges of climate change and sea level rise

Aspiration 7 Provide opportunities for distinctive recreational experiences in harmony with the special qualities of the area

Aspiration 8 Strengthen and promote key messages and tourism offer in keeping with the area's status, special qualities, history and traditions

Aspiration 9 Facilitate development growth within and adjacent to the Broads, while minimising adverse impacts on the area's special qualities

Aspiration 10 Strengthen connections between a wide audience, particularly local communities and young people, and the Broads environment

5.8 Current Broads Planning Policy Documents¹¹

The Core Strategy Development Plan Document (DPD) sets out the vision for the Broads until 2021. It includes environmental, social and economic objectives and primary policies for achieving that vision.

Development Management Policies (adopted in 2011) provide the main policies that guide the determination of planning applications in the Broads, including development within the flood plain and achieving economic development in a protected landscape.

These detailed policies are developed from the strategic principles set out in the Core Strategy.



The Site Specific Policies, adopted in 2014, apply to a particular site or area. Sites are allocated for housing, for open space, and as important for transport. This document also allocates development boundaries to some settlements.

¹¹ <http://www.broads-authority.gov.uk/planning/planning-policies/development/current-documents>

5.9 Neighbouring Local Planning Authorities' Planning Policy Documents

The Broads Authority is the Local Planning Authority for the Broads Authority Executive Area. Parts of the Broads area cover Norwich City, Broadland, South Norfolk, North Norfolk, Great Yarmouth Borough and Waveney District Council areas. These districts are the Local Planning Authorities for the remainder of their areas. The Broads straddles both Norfolk and Suffolk, and those County Councils have produced minerals and waste planning policy documents.

Note: As the Broads Local Plan is produced, it is important to be aware of the proposals and policies of the districts and counties.

5.10 Norfolk Strategic Framework (NSF)

Norfolk Local Planning Authorities are working towards a Norfolk Strategic Framework (NSF) to ensure that planning is undertaken strategically and the requirements of the 'Duty to Cooperate' are met (see following section). All Local Planning Authorities in Norfolk are working together to produce this. The Framework will identify cross boundary and strategic issues and seek ways to recommend to the Authorities how to address the issues in a coordinated manner. Not a policy document but a framework, the NSF follows the approach taken by Cambridgeshire Local Planning Authorities, which has been successful to date. The NSF will be nearing completion at the time of the publication stage of the Broads Local Plan.

5.11 Neighbourhood Plans

At the time of writing, the following Neighbourhood Plans are adopted or in preparation (as at March 2017):

Neighbourhood Plan	Status
Acle	Adopted 2015
Beccles Area	In preparation
Brundall	Adopted 2016
Bungay	In preparation
Horstead with Stanninghall	In preparation
Lound with Ashby, Herringfleet and Somerleyton	In preparation
Oulton	In preparation
Rollesby	In preparation
Salhouse	In preparation
Strumpshaw	Adopted 2014
Worlingham	In preparation

5.12 Housing White Paper

On 7 February 2017 the Government published the Housing White Paper¹² entitled "Fixing our broken housing market". The Paper explains that since the 1970s, there have been on average 160,000 new homes completed each year in England. The consensus is that the country needs 225,000 - 275,000 more homes

¹² <https://www.gov.uk/government/collections/housing-white-paper>

per year to keep up with population growth and to tackle under supply. The Housing White Paper sets out a broad range of reforms that government plans to introduce to help reform the housing market and increase the supply of new homes.

The changes discussed are to come forward through amendments to the NPPF, regulations and further consultations. The Authority will keep informed of changes to the planning system and have responded accordingly as required in the production of this Local Plan.

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6. Duty to Cooperate

The Duty to Cooperate was created in the Localism Act 2011 and amends the Planning and Compulsory Purchase Act 2004. It places a legal duty on local planning authorities, county councils in England and public bodies to engage constructively, actively and on an ongoing basis to maximise the effectiveness of Local and Marine Plan preparation in the context of strategic cross boundary matters.

The Duty to Cooperate is not a duty to agree; however, local planning authorities should make every effort to secure the necessary cooperation on strategic cross boundary matters before they submit their Local Plans for examination.

Local planning authorities must demonstrate how they have complied with the Duty at the independent examination of their Local Plans. If they cannot do so, then the Local Plan will not be able to proceed further in examination.

The Localism Act states that relevant bodies must ‘...engage constructively, actively and on an ongoing basis...’. The Broads Authority meets this Duty in many ways as set out in the Duty to Cooperate Statement¹³. The following summarises the Duty to Cooperate Statement:

- In Norfolk, all Norfolk Local Planning Authorities have assisted in the completion of and signed up to the Norfolk Strategic Framework which xxxxxx. This has been overseen by members from all Local Planning Authorities.
- Similarly, the Suffolk Planning and Infrastructure Framework xxxxxx. This work has been overseen by Suffolk members.
- Fundamentally, the Broads Authority Executive Area straddles the area of our six constituent councils who are represented on the Planning Committee (although there are vacancies at the time of writing relating to Broadland Council and Suffolk County Council’s representative) and also Full Authority.
- The six constituent councils undertake are the Housing Authorities for their entire area and also undertake the Economic Development function for their entire area which are key areas for working together.
- There are regular meetings with between Norfolk Planning Policy leads as well as bespoke meetings between Great Yarmouth Borough Council and Waveney District Council.

The Authority therefore considers that it engages constructively and on an ongoing basis with relevant authorities.

¹³ <http://www.broads-authority.gov.uk/planning/planning-policies/development/future-local-plan>

7. Challenges and Opportunities

This section identifies some of the principle sustainability challenges and opportunities in the area that are potentially relevant to the Broads Local Plan.

Strengths

- Extensive, diverse and very highly valued landscape, habitats, flora, fauna and cultural and heritage assets.
- A unique wetland and low-lying area and member of the National Parks family. Formal nature conservation designations of the Broads and many areas within it provide relatively high levels of policy protection or conservation.
- A short undeveloped stretch of coastline.
- High levels of tranquillity through much of the Broads; in particular, a sense of remoteness in some parts despite these being located close to concentrations of housing and industry.
- Attractive environment, providing the basis for most of the Broads' economy and recreation for residents and visitors.
- Britain's largest protected wetland and fourth largest inland waterway, with the status equivalent to a National Park
- High level of interaction with the surrounding area, with complementary provision of facilities and opportunities. For example, employment and development opportunities, community facilities, etc. in surrounding districts, towns and in Norwich also serve Broads residents, while the Broads provides recreational and business opportunities to those from the wider area.
- Thriving hire boat industry contributing to the local economy.
- Many organisations and individuals caring for or promoting the value of various aspects of the Broads.
- Importance of the Broads for the identity and recreation of a much wider area.
- The age profile of the area shows more older-aged persons than the surrounding area. Older people are often motivated, educated and experienced and play an important role in the community.
- Substantial, engaged community of private boat owners.
- Local boating clubs and classes that enable local people (whether or not boat owners), including children, to acquire and hone the skills required to become good sailors
- Only few (or localised) visual impacts from development outside the area of the Broads.
- The international significance of the paleo-archaeological remains within the Broads and the unusually well preserved organic remains are strengths;
- A wealth of archaeological deposits that are not well represented elsewhere within the country

Weaknesses

- Some of the protected habitats in less than optimal condition and/or vulnerable to change as a result of, for example, fragmentation, inappropriate land management and pressure from nearby development. Some areas of fen and some lakes in decline.
- Almost the whole of the Broads area subject to, or at risk of, flooding.
- High levels of listed buildings and other heritage assets at risk, and particular problems in finding compatible and beneficial uses that could help secure the restoration and maintenance of heritage assets such as wind pumps/drainage mills.
- Continuing (though declining) problems of water quality in the rivers. Ground water quality problems.

- Difficulty of modernising and adapting existing buildings and uses, and accommodating new ones, due to flood prone nature of the area.
- Decline in traditional industries such as millwrights and reed and sedge cutters.
- High reliance on tourism which can leave the economy vulnerable and mean a loss of resilience as a result of changes to the holiday/recreational patterns.
- Car dependence of local communities and businesses and fragmentation of settlements.
- Depleted local community and/or visitor facilities, often through displacement by higher value activities (principally housing)
- Tensions and perceptions of incompatibility between interests of conservation, recreation, tourism, navigation and local communities, and between local interests and the national value of the Broads.
- The ageing population could lead to imbalance in the community.
- Lack of housing that is affordable resulting in some people having to commute to places of work.
- Deficiencies of moorings to meet the needs of various waterspace users
- Increasing pressures for land use change around areas of settlement
- Resourcing difficulties for organisations that help to manage the landscape
- Reliance on agricultural subsidies to promote land management for nature conservation

Opportunities

- Climate change:
 - Likely impacts that may create opportunities such as changes in flora, fauna and landscape, patterns of recreation and changes in agriculture and its practices
 - Adaption through erecting, raising and strengthening flood defences, retreat from more flood prone locations to make more space for water and linking wildlife habitats to provide resilience
 - Evolving low carbon lifestyles, construction and patterns of land use and settlement.
- Maintaining the recovery and improvement of water quality achieved over the last few decades by long term and ongoing action across a range of agencies.
- Potential to put in place environmental and recreational management measures as part of the implementation of major housing and employment growth outside but close to the Broads area.
- To connect wetland habitats on a landscape scale, to enhance and buffer biodiversity rich areas.
- Potential for revival in the use of the area's rivers and railways for freight and passenger traffic.
- Changes in patterns of recreation and expectations of visitors, including impacts of earlier major decline in hire boat fleet and growth of private boat ownership; higher expectation of facilities for leisure plots, holiday chalets and other accommodation.
- Potential for complementary and mutually supportive actions and benefits across environmental, recreational, navigation, and local community issues.
- Provision of jobs, facilities, services and homes for local residents through the development plans of constituent Local Authorities.
- The status of the Broads as equivalent to a National Park – held in high regard at a local and national level.
- Training opportunities for traditional skills and crafts.
- Encouraging sustainability through the design of buildings as well as innovative designs, new technologies and building in resilience.

- Opportunities to encourage both local residents and visitors to join one of the many boating clubs, take part in organised events, go on formal sailing courses and gain recognised Royal Yachting Association (RYA) qualifications.
- To Improve awareness of general public and residents of the special qualities of the Broads
- Major highway improvements.

Threats

- Climate change - likely impacts that may be threats:
 - Increased frequency and severity of all sources of flooding
 - Increased risk of coastal inundation
 - Changes in water quality and quantity
 - Increased frequency and severity of saline incursion into fresh water systems
 - Changes in flora, fauna and landscape
 - Changes in patterns of recreation
 - Changes in agriculture and its practices
 - Redundancy/degradation of infrastructure and material assets
- Erosion of the special character of the area's landscape and built heritage through:
 - Loss of archaeology built/landscape and cultural heritage assets.
 - Saline intrusion.
 - Coastal erosion.
 - Incremental 'suburbanisation' and other changes, including through domestic and holiday home extensions/enlargements and paraphernalia:
 - Metalling of unmade tracks;
 - 'Horsiculture' – proliferation of pony paddocks, stables, Manéges, etc.;
 - Road, rail and navigation improvements/changes;
 - Proliferation of advertisements.
- Potential landscape and economic effects of change, including that driven by market changes (e.g. food prices, bio-fuel).
- Changes in patterns of recreation, including impacts of earlier major decline in hire boat fleet and growth of private boat ownership; higher expectation of facilities for leisure plots, holiday chalets and other accommodation.
- Declining boatyard and boatbuilding industry.
- Loss of local and traditional skills.
- Pinch-points at bridges, no passing places and low levels of infrastructure allied to industry / business and even residential could limit potential for more use of water.
- Major housing and employment growth planned for nearby areas, and associated potential impacts such as:
 - Water quality and quantity loss arising from effluent input and supply extraction.
 - Increased recreational pressure, on both visitor 'honeypots' and remoter, more tranquil and sensitive localities.
 - Traffic growth.
- Passing of the economies, practices and ways of life that generated and sustained those landscapes.
- Unsympathetic design, construction and alterations.

- Loss of local community and/or visitor facilities, often through displacement by higher value activities (principally housing).
- High house prices in the rural areas could affect the willingness of some to train in traditional skills such as reed and sedge cutting as they would need to commute.
- Recent and likely future cuts in budgets and consequent challenges organisations face in light of reduced funds.
- Palaeo-environmental and organic archaeological remains are especially vulnerable and significant in the Broads.
- Potential damage to protected wildlife sites through activities in the Broads and more development in the wider area.
- Major highway improvements
- Further loss of moorings.
- Vulnerability of subsidised public transport services within the broads (bus and rail).

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8. Vision, Objectives and Existing Policies

8.1 Vision for the Broads

The draft Vision for the Broads below is taken from the revised draft Broads Plan 2017. The Broads Plan is the key management plan for the Broads. It sets out a vision, aims and objectives for the Broads and coordinates and integrates a wide range of plans and policies relevant to the area with the purposes and duties set out in the Broads Acts. It is currently under review and a new plan will be adopted in April 2017. It is proposed that the Broads Local Plan uses the Vision for the Broads as set out in the Broads Plan.

By 2036 the Broads will be a place where...

The natural environment and the beneficial goods, services and cultural values it provides, from food and energy to landscape character and recreation, are in good condition, are used fairly and sustainably, and are valued by society. In particular, the precious nature of clean, fresh water as a fundamental resource is understood and respected by all.

The past and present importance of the waterways for navigation, biodiversity and recreation is recognised and cherished, and the asset is protected, maintained and enhanced. Wildlife flourishes and habitats are maintained, restored, expanded and linked effectively to other ecological networks. Land and water are managed in an integrated way, with local and landscape scale management creating resilience and enabling flexible approaches to meet changing ecological, economic and social needs.

The living, working, 'big skies' landscape is notable for its natural beauty, distinctive local character and historic significance. People of all ages, abilities and circumstances experience and enjoy it as a place of escape, adventure, enjoyment, learning and tranquillity, and as a source of national pride and identity. Sustainable living can be seen in action and there is a buoyant rural economy. Local communities are taking an active part in decisions about their future and are known for having been pivotal in the transformation to a low carbon, 'climate-smart' society.

And finally, the Broads National Park is forever recognised as fundamental to our prosperity, health and wellbeing, and forever treasured as a special place that provides a "breathing space for the cure of souls".

8.2 Broads Local Plan Objectives (2015 to 2036)

The following draft objectives reflect the Vision for the Broads and the area's special qualities and assets. The policies in the Local Plan taken as a whole will seek to ensure these objectives are met by 2036 (and even beyond).

Objective		Relevant policies in the Local Plan
OBJ1.	The Broads remains a key national and international asset and a special place to live, work and visit.	POSP2, 3, 4, 5, 6, 9. All the DM policies contribute to this.
OBJ2.	There are areas of true tranquillity and wildness, giving a real sense of remoteness.	22. POSP2.
OBJ3.	The Broads is a unique, highly valued and attractive environment where the landscape character and setting is protected, maintained and enhanced.	16, 17, 18, 19, 20. POSP2.

Objective		Relevant policies in the Local Plan
OBJ4.	The rich and varied habitats and wildlife are conserved, maintained, enhanced and sustainably managed.	13. POSP2.
OBJ5.	The coastal section of the Broads is used and managed in a beneficial and integrated way for people and wildlife.	POXNS3. POSP2.
OBJ6.	Water quality is improved and water is managed using appropriate measures to increase capture and efficiency, prevent pollution and reduce nutrients. Flood risk to people, property and landscapes is managed effectively.	1, 2, 3, 4, 5. POSP3, 4.
OBJ7.	'Climate-smart thinking' minimises future adverse impacts and makes use of opportunities in an area vulnerable to a changing climate and sea level rise.	9, POSP5.
OBJ8.	The area's historic environment and cultural heritage are protected, maintained and enhanced. Local cultural traditions and skills are kept alive.	POSP6, 11, 12.
OBJ9.	The housing needs of the community are met.	31, 32, 33, 34, 35, 36, 37, 38, 39. POSP2, 12.
OBJ10.	Development and change are managed to protect and enhance the special qualities of the Broads as well as the needs of those who live in, work in and visit the area. The Broads Authority maintains close cooperation with the Local Planning Authorities adjoining its executive area. .	All the policies seek to address this objective.
OBJ11.	The Broads offers communities and visitors opportunities for a healthy and active lifestyle and a 'breathing space for the cure of souls'.	42, POFLE1, PODIT2, 43, 6. Although many policies are relevant. POSP2, 3.
OBJ12.	There is a buoyant and successful rural economy.	See the Economy Section.
OBJ13.	The Broads is renowned for sustainable tourism and supports a prosperous tourism industry.	POSP9, 27, 27
OBJ14.	People enjoy the special qualities of the Broads on land and on water. Access and recreation is managed in ways that maximise opportunities for enjoyment without degrading the natural, heritage or cultural resource. Navigation is protected, maintained and appropriately enhanced, and people enjoy the waterways safely.	POSNX11, 28, 29, 20. POSP7, 8, 10, 11.
OBJ15.	The Broads continues to be important for the function, identity and recreation of the local community as well as over a wider area.	POSP14, 13
OBJ16.	Waste is managed effectively so there is no detriment to the environment.	POSP2, 3

8.3 Special Qualities of the Broads

The special qualities of the Broads that the Local Plan will seek to protect or enhance (if appropriate) are well known. The following list is based on that set out in the Broads Climate Change Adaptation Plan and Landscape Character Assessment. These special qualities have been developed through the consultation associated with the production of the last three Broads Plans. These qualities together help create the distinctiveness of the Broads' landscape.

- Rivers and open water bodies ('broads')
- Fens, reed beds and wet woodlands
- Grazing marshes and dyke networks
- Flood plains, estuary and coast
- Navigable, lock-free waterways
- Special wildlife
- Countryside access on land and water
- Views, remoteness, tranquillity, wildness and 'big skies'
- The people, the visitors, the activities
- History: Geo-heritage, heritage assets, archaeology, historic structures
- Cultural assets, skills and traditions.
- People's interactions with the landscape
- The settlements
- Variety of patterns and textures of the landscape.

8.4 Assumptions made when producing this Local Plan

The following general assumptions have been made when producing this Local Plan. There are also specific assumptions made in particular evidence studies for example the Viability Study assumed a developer profit of 20% is acceptable. In particular we have assumed that:

- Great Yarmouth is able to accommodate our housing need as set out in the Housing Topic Paper and at policy PUBxxxx.
- The Local Plan will start to be reviewed within up to 18 months of being adopted.
- That in general many of the existing policies are fit for purpose, albeit with some amendments and have been rolled forward to this Local Plan. No policies have been saved.
- That the impact of Brexit on the production of the Local Plans is unknown and that this Local Plan has been produced in line with current regulations. See Brexit statement at xxx.

8.5 The next sections of the Publication Local Plan

The following sections cover the same themes as in the Broads Local Plan: Issues and Options consultation document and Preferred Options document. Taking into account the responses to the issues and related options, preferred options and evidence we have produced the following draft final policies.

Against each draft policy there is:

- A summary of the Sustainability Appraisal for that policy
- Monitoring indicator(s)

The maps referred to can all be found on this webpage:

<http://www.broads-authority.gov.uk/broads-authority/how-we-work/transparency/consultations>

9. Sustainable Development in the Broads

Policy POSP1: DCLG/PINS Model Policy

When considering development proposals the local planning authority¹ will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will² work proactively with applicants jointly³ to find solutions which mean that proposals can be approved wherever possible, and to secure development that meets the Broads statutory purposes⁴ and improves the economic, social and environmental conditions in the area.

Planning applications that accord with the policies in the development plan⁵ will be approved without delay, unless material considerations indicate otherwise.

Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the local planning authority⁶ will grant permission unless material considerations indicate otherwise – taking into account whether:

- i) Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or
- ii) Specific policies in that Framework, and particularly those relating to national parks and the Broads⁷, indicate that development should be restricted.

Reasoned justification

The National Planning Policy Framework states that Local Plans should be based upon and reflect the presumption in favour of sustainable development, with clear policies that will guide how the presumption should be applied locally (paragraph 15). The Planning Inspectorate considers that the DCLG's model wording will, if incorporated into a draft Local Plan submitted for examination, be an appropriate way of meeting this expectation.

However, the Broads Authority considers that the DCLG's model wording requires minor modifications to ensure it is appropriate to the Broads and compliant with the NPPF. The modifications are identified in the text by superscript numbers and the justification of each change is as follows.

1. The local planning authority for the Broads is not a council, and local planning authority is the term used in the relevant part of the NPPF (Policy 187).
2. The word 'always' does not appear in the NPPF in this context (see NPPF Policy 187), and there will be occasions when this is not appropriate, for instance where there is no possibility that the proposals can be made acceptable.
3. The word 'jointly' does not appear in the NPPF in this context (see NPPF Policy 187), and its addition is tautologous.
4. Reflects the particular purposes of development and the nature of sustainability in this National Park equivalent area, in the interests of clarity, certainty and local distinctiveness.
5. Use of the term 'Local Plan' would be confusing in the local context, as over a period of several years a series of Development Plan Documents have been advertised as gradually replacing 'the Local Plan' (in this instance meaning the 1997 Broads Local Plan). Local Plan does not appear in the title of the current

development plan documents. Listing the current development plan documents would be unnecessarily wordy and will eventually become out of date. Use of the statutory term 'development plan' most precisely includes all the relevant documents, and excludes all irrelevant ones.

6. The local planning authority for the Broads is not a council, and local planning authority is the term used in the relevant part of the NPPF (Policy 187).
7. Highlights the particular NPPF aspects relevant to this national park equivalent area, in the interests of clarity, certainty and local distinctiveness.

It is important to note that the presumption in favour does not apply where there is a likely significant effect on a European site, triggering an appropriate assessment.

Evidence used to inform this section

- The NPPF/Planning Inspectorate.

Monitoring Indicators

- No specific monitoring indicator for this policy. All the policies in this Local Plan will be monitored.

<<There may be an improved Sustainable Development strategic policy here>>

10. Water and flooding

Policy PUBDM1: Water quality and foul drainage

Development will only be permitted where it can be demonstrated that it will not have an adverse impact on waterbodies, including surface and ground water, in terms of quality and quantity. This should include the requirements of the Water Framework Directive and Habitats Regulations.

Applicants are required to demonstrate there is adequate sewage treatment provision to serve the development or that this can be made available in time for the commencement of the development and demonstrate that there is available capacity within the foul sewerage network or that capacity could be made available.

Development is required to be connected to a foul sewer unless proven not to be feasible. If connection to a foul sewer is proven to be not feasible, only then will other arrangements of package sewerage treatment works and septic tanks be considered and only in that order. These will only be permitted if the Authority is satisfied that these systems will work for the expected use and there would be no harmful effects on the environment.

The Authority encourages proposals to consider the use of constructed reed beds¹⁴ as a filtration system to remove nutrients before the waste water from small sewage treatment plants, package treatment works and septic tanks enters waterbodies. Production of a management plan will be required to demonstrate they will continue to function as intended in perpetuity

Extensions that increase occupancy and proposals for replacement development as well as proposals to intensify an already permitted use are required to improve the existing method of drainage of the entire property if feasible.

To ensure the protection of designated sites, no new development requiring connection to the public foul drainage system within the Horning Knackers Wood Catchment, is allowed to take place until it is confirmed capacity is available within the foul sewerage network and at the Water Recycling Centre to serve the proposed development.

Reasoned Justification

The water bodies and wetland environments of the Broads are particularly sensitive to water pollution. Diffuse pollution, including from sewage treatment, is an increasing problem for the Broads. This has the potential to have a detrimental impact on water quality and biodiversity and thereby adversely affect the Authority's ability to meet its obligations under the Water Framework Directive and Natural Environment and Rural Communities Act 2006.

This policy applies to residential and commercial development and to new build as well as replacements and extensions. In the case of replacement dwellings, the current foul water drainage system is expected to be

¹⁴ That is to say reed beds constructed for the purpose of being a filtration system and not natural reed beds.

improved in line with Government Guidance, with the ultimate aim being to connect to the public sewer. The policy also requires betterment for an entire property as a result of an extension that will increase the occupancy of the building. By increasing the occupancy it is likely there will be more foul water generated. The works associated with an extension or replacement to a building provides an opportunity to improve the foul water drainage system.

Government guidance contained within the National Planning Practice Guidance¹⁵ sets out a hierarchy of drainage options that must be considered (and discounted as appropriate) in the following order:

1. Connection to the public sewer
2. Package sewage treatment plant
3. Septic tank

The first presumption should be to provide a system of foul drainage discharging into a public sewer to be treated at a public sewage treatment works. A private means of foul effluent disposal is only acceptable when foul mains drainage is unavailable. Anglian Water Services should be consulted regarding the available capacity in the foul water infrastructure.

Due to the low-lying nature of the area and remoteness of some settlements, connection to a public sewer is not always possible in the Broads. The alternative non-mains drainage proposals, including the use of septic tanks, can have an adverse effect on the quality of controlled waters, the environment and amenity, particularly if the dwelling is close to watercourses, there is a high water table at any point of the year, or the site is susceptible to flooding.

To minimise the likelihood of development having an adverse impact on water resources, new development will only be permitted if it can be properly serviced. If an application proposes to connect a development to the existing drainage system, details of the existing system are expected to be provided and confirmation provided that sufficient capacity exists. If the development would necessitate any alterations to the system or the creation of a new system, detailed plans of the new foul drainage arrangements must also be provided. The costs of providing these systems will, where appropriate, fall on the developer. Anglian Water will have the responsibility for the provision and adoption of any new foul sewers provided as part of a new development.

Where development involves the disposal of trade waste or the disposal of foul sewage effluent other than to the public sewer, a foul drainage assessment will be required to demonstrate why the development cannot connect to the public mains sewer system and to provide details of the method of effluent storage, treatment and disposal. The statement should include a thorough examination of the impact of disposal of the final effluent, whether it is discharged to a watercourse or disposed of by soakage into the ground. An Environmental Permit or exemption will be required from the Environment Agency if it is proposed to discharge treated sewage effluent to controlled waters or ground. Further guidance on the information that should be incorporated into this statement is available on the EA website¹⁶. Where development proposes non-mains drainage, early liaison with the Environment Agency is expected. The method of non-mains disposal should be the most appropriate to minimise the risk to the water environment. Septic tanks should

¹⁵ <http://planningguidance.communities.gov.uk/blog/guidance/water-supply-wastewater-and-water-quality/water-supply-wastewater-and-water-quality-considerations-for-planning-applications/>

¹⁶ <https://www.gov.uk/guidance/discharges-to-surface-water-and-groundwater-environmental-permits>

only be considered if it can be clearly demonstrated by the applicant that discharging into a public sewer to be treated at a public sewage treatment works or a package sewage treatment plant is not feasible.

With regards to reed bed filtration systems (reed beds constructed for the purpose of being a filtration system and not natural reed beds), this is a more natural way of treating sewerage that provides multiple benefits such as habitat and landscape benefits as well as being a low energy and low carbon option. While it may take more space than other treatment options, the end discharge from a reed bed system could be similar and when combined with other methods, could be even better quality than other methods on their own.

Horning Knackers Wood Water Recycling Centre discharges to the River Bure and contributes nutrient loads to the downstream watercourses as well as the Bure Broads and Marshes Site of Special Scientific Interest (SSSI), a component of the Broads Special Area of Conservation (SAC)/ Broadland Special Protection Area (SPA). Both Anglian Water and the Environment Agency agree that the Horning Knackers Wood Water Recycling Centre (WRC) does not currently have capacity to accommodate further foul flows. Anglian Water Services (AWS) have undertaken investigations to identify why the WRC is receiving excessive flows. This work has indicated infiltration from groundwater into the sewer network as the main reason. AWS have developed a scheme to address the infiltration, and by relaying and relining sewers should resolve the issue and provide modest capacity for further foul flows. This scheme was completed in March 2015 and was monitored for a subsequent period of 12 months to assess the efficacy of the scheme and whether there is capacity to accept additional flows. Further investigatory work has identified that as well as this work completed by AWS, some detailed site specific issues are contributing to the situation such as manhole covers in need of maintenance and inappropriate use of drains. The issue is ongoing at the time of writing, however additional actions have been identified and were in the process of being actioned on site. Restrictions on development without benefit of adequate mains sewerage reflect the potential for harm to nearby environmentally designated sites and the current shortcoming of the mains sewerage in the locality.

Evidence used to inform this section

- Environment Agency : Environmental management – guidance on discharges to surface water and groundwater: environmental permits: <https://www.gov.uk/guidance/discharges-to-surface-water-and-groundwater-environmental-permits>

Monitoring Indicators

- Applications involving sewage treatment works and what type of system used.

Policy PUBDM2: Boat wash down facilities

Where development is proposed for recreational boating club facilities (new, rebuild or extensions) that increase the use of the club, there will be a requirement to designate and sign a suitable area for wash-down of vessels as part of good biosecurity practice.

Where development is proposed (new, rebuild or extensions) that increases the use of existing boatyards, marinas and mooring basins or is related to maintaining or washing down boats, there will be a requirement to designate a suitable area with adequate facilities to enable the filtration of waste water from the washing

of boat hulls with the ultimate aim of preventing anti fouling paint residues (including paint flakes) entering the water.

Reasoned Justification

When vessels are removed from the water they tend to be washed down as part of the maintenance regime. Wash-down of vessels is also important to stop the spread of invasive aquatic species such as the killer shrimp. The equipment used ranges from a pressure hose to a closed loop system that filters contaminants.

Biosecurity means taking steps to make sure that hygiene practices are in place to reduce and minimise the risk of spreading invasive non-native species. Non-native species (such as Killer Shrimp, Mussel and New Zealand Pygmyweed) can devastate populations of native species and change whole ecosystems, for example by competing with and displacing native species, spreading disease, altering the local ecology and physically clogging waterways. A good biosecurity routine is always essential, even if invasive non-native species are not always apparent.

Recreational boating club users (for example sailing, rowing, wind surfing, water-skiing) tend to remove boats/vessels from the water when not in or transport them to other water bodies. Users should be aware of the good practice of 'check, and dry' to help stop the spread of invasive aquatic species. The policy seeks the designation areas that are signed and equipped to help in the biosecurity process. The Authority considers that requiring boating clubs to provide such facilities is not onerous.

Contaminants could be antifouling paint that runs off into the nearby waterbody. Anti-fouling paints are applied to boat hulls to prevent growth of organisms, such as algae and mussels. They work by creating a toxic barrier that prevents organisms attaching to the hull. Fouling increases the resistance of the hull to its movement through the water, which slows the boat and reduces its energy efficiency and manoeuvrability. Recent research shows that past use of antifouling paints, such as TBT (tributyltin) based products, had a severe impact on wildlife in the Broads. Although today's anti-fouling products are less persistent, they are still potentially harmful to aquatic life. For example increased copper levels are now being found in the sediment, which can have harmful effects on water snails.



good

Zebra

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The policy requires commercial operations to have the facilities in place to prevent anti-fouling paint from entering the watercourse. The Green Blue Guide to Boat Wash Down¹⁷ provides more information and gives detailed advice and guidance on wash down systems. Applicants are required, as part of their application, to address the issue of boat-wash down and justify the chosen system. The Authority acknowledges that such a system can add to the cost of a particular scheme. If this requirement could affect the viability of an operation, evidence is required to be produced that proves installing a wash down facility could make an operation unviable.

Evidence used to inform this section

- <http://www.nonnativespecies.org/checkcleandry/documents/species-guide.pdf>
- http://thegreenblue.org.uk/~media/TheGreenBlue/Files-and-Documents/Leaflets/The_Green_Guide_to_Boat_Washdown_Systems.ashx

Monitoring Indicators

- Boat wash down areas and filtration devices delivered as a result of relevant planning applications.

Policy PUBDM3: Water Efficiency

All new/replacement/converted dwellings served by Anglian Water Services will be designed to have a water demand equivalent to 110 litres per head per day.

All new/replacement/converted buildings for non-residential land uses served by Anglian Water Services will be designed to score at least 50% in the water section of the relevant BREEAM assessment.

Reasoned Justification

All new homes already have to meet the mandatory national standard set out in the Building Regulations (125 litres/person/day). The NPPG says *‘Where there is a clear local need, local planning authorities can set out Local Plan policies requiring new dwellings to meet the tighter Building Regulations optional requirement of 110 litres/person/day’*¹⁸.

The policy seeks 110 l/h/d in areas served by Anglian Water Services as shown on the map at [Appendix B](#). The reasons for this are set out in the Local Infrastructure Study and summarised below¹⁹.

The Water Stressed Areas Classification (Environment Agency, 2013)²⁰ summary table shows that the area of Essex and Suffolk Water and Anglian Water are water stressed.

¹⁷ http://thegreenblue.org.uk/~media/TheGreenBlue/Files-and-Documents/Leaflets/The_Green_Guide_to_Boat_Washdown_Systems.ashx

¹⁸ The ‘optional’ enhanced national standard is defined within the 2015 Approved Document G, Building Regulations ‘Sanitation, hot water safety and water efficiency’ March 2015, page 15, G2(3). At 2015 this is defined as consumption 110 litres per person per day to be demonstrated http://www.planningportal.gov.uk/uploads/br/BR_PDF_AD_G_2015.pdf

¹⁹ Local Infrastructure Study: http://www.broads-authority.gov.uk/_data/assets/pdf_file/0003/817914/Broads-Local-Plan-Local-Infrastructure-Study.pdf

²⁰ https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/244333/water-stressed-classification-2013.pdf

Following discussions with Essex and Suffolk Water, it is apparent that they do not consider a need for reducing water consumption to 110 l/h/d as there are no Water Resource Zones in Essex and Suffolk Water's area in deficit.

Anglian Water Services support this proposed policy because Norwich and the Broads Water Resource Zone shows large deficits forecast²¹. New development in the Anglian Water Services area should therefore incorporate measures to minimise water consumption. Water management systems, including grey water recycling and rainwater harvesting, should be incorporated into new development unless proven unfeasible.

For non-residential buildings, an assessment of the efficiency of the building's domestic water consuming components is undertaken using the BREEAM Wat 01 calculator²². The water consumption (litres/person/day) for the assessed building is compared against a baseline performance and BREEAM. The aim is to reduce the consumption of potable water for sanitary use in new buildings from all sources through the use of water efficient components and water recycling systems.

The Authority will consider site constraints, technical restrictions, financial viability and the delivery of additional benefits to the Broads where requirements of the policy cannot be met. The Authority will expect developers to make a case on a site by site basis.

Evidence used to inform this section

See the Local Infrastructure Study²³.

Monitoring Indicators

- Dwellings permitted at 110 l/h/d.
- Non-residential buildings achieving 50% on the BREEAM water calculator.

Policy PUBSP4: Strategic Flood Risk Policy

All new development will be located to minimise flood risk, mitigating any such risk through design and management measures, and ensuring that flood risk to other areas is not materially increased.

All new development will incorporate appropriate surface water drainage mitigation measures, and will implement sustainable drainage (SuDS) principles, to minimise its own risk of flooding and to not materially increase the flood risk to other areas.

Particular care will be required in relation to habitats designated as being of international importance in the area and beyond which are water sensitive, as well as habitats designated for regional or local importance.

Development proposals that would have an unacceptable adverse impact on flood risk management will be refused.

Reasoned Justification

²¹ Anglian Water Services Water Resource Management Plan (2014)

²² http://www.breeam.com/BREEAM2011SchemeDocument/Content/08_Water/wat01.htm

²³ <http://www.broads-authority.gov.uk/planning/planning-policies/development/future-local-plan>

Flooding can cause damage to property and infrastructure. The threat of flooding can also cause fear and distress to people and in some cases, flooding can lead to injury²⁴ and even loss of life. Risks relate not just to property but also to essential infrastructure and utilities required to facilitate and support development. Flooding can also precipitate pollution, which could have a significant and detrimental impact on the nature conservation interest of the Broads, and the duty of the Authority to protect this resource is an important consideration. On the other hand, flooding is also a natural process within a floodplain. In some circumstances it can be beneficial to wildlife.

Approximately 95% of the Broads Authority area is at some risk of flooding. This includes more than 2000 properties and almost 30,000 hectares. The Broads Authority boundary is tightly drawn around the edge of the floodplain. The extent and nature of flood risk, with significant areas of 'functional floodplain', mean that flood risk is a major constraint on development in the Broads.

The flood risk in the Broads is mainly from both fluvial and tidal sources and the whole character and development in the Broads over many hundreds of years has been closely associated with the water environment and flood risk. Much of the Broads area is defended by flood defence embankments, which are maintained by the Environment Agency to reduce flooding. The flood defences, where they exist, only reduce the risk of flooding and will never eliminate it; the risk of overtopping or a breach of defences remains. This has been the historic case within the Broads.

While the current Broadland Flood Alleviation Project will provide protection to 1995 levels, and future mitigation measures and technological innovation may improve on this, there remains uncertainty regarding the magnitude of future risk and a precautionary approach is appropriate.

Policy PUBDM4: Development and Flood Risk

Development within the Environment Agency's flood risk zones will only be acceptable when it:

- i) Is compatible with national policy and when the sequential test and the exception test, where applicable, have been satisfied;
- ii) a site specific Flood Risk Assessment, where required, demonstrates an acceptable flood risk and/or suitable flood protection mitigation measures are incorporated into the proposals, where necessary, which can be satisfactorily implemented; and
- iii) Would not affect the ability for future flood alleviation projects to be undertaken.

The Site Specific Flood Risk Assessment will need to meet the requirements of the NPPG and demonstrate/assess the following:

- a) That the development is safe for its lifetime taking into account the vulnerability of its users and climate change;
- b) Whether the proposed development will make a significant contribution to achieving the objectives of the Local Plan;
- c) Whether the development involves the redevelopment of previously developed land or buildings and would result in environmental improvements over the current condition of the site;
- d) Whether appropriate measures to ensure resilience to potential flooding have been incorporated into the development;
- e) Whether appropriate measures to reduce the risk of flooding (on and offsite), including sustainable drainage systems have been incorporated;
- f) Where the proposal involves the replacement of an existing building, whether the replacement building is located and/or designed without increasing flood risk and, where possible, to reduce the risks and effects of flooding;

²⁴ There is a residual risk from all water, especially if it is moving (a flood, at certain velocity and above 4-6cm in depth) which would sweep people and things before it.

- g) Demonstrates an acceptable flood risk and/or suitable flood protection mitigation measures are incorporated into the proposals, where necessary, which can be satisfactorily implemented;
- h) Whether the risk of flooding is not increased elsewhere and, wherever possible, is reduced;
- i) Demonstrates that the integrity of existing coastal and river defences are not undermined;
- j) Do not reduce the potential of land used for current or future flood management;
- k) Are compatible with the appropriate Catchment Flood Management Plan or Shoreline Management Plan;
- l) Use development to reduce the risk of flooding through location, layout and design and incorporate sustainable drainage systems to minimise surface water run-off and avoid pollution (see PODM5);
- m) Demonstrate that sites at little or no risk of flooding are developed in preference to areas at higher risk;
- n) Safe access and egress from the site;
- o) Management and maintenance plans for flood protection/mitigation measures, including arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime;
- p) It would not negatively impact on water quality of surface water and ground water; and.
- q) Includes a Flood Response Plan (FRP).

The relocation of existing development to an undeveloped site with a lower probability of flooding will be permitted where:

- r) The vacated site would be reinstated as naturally functioning flood plain;
- s) The benefits of flood risk reduction outweigh the benefits of leaving the new site undeveloped; and
- t) The development of the new site is appropriate when considered against the other policies of the Local Plan.

In the case of the replacement of an existing residential property in flood zone 3a, the replacement dwelling must be on a like-for-like basis, with no increase in the number of bedrooms, on the same sized footprint²⁵ and wherever possible being relocated in a less vulnerable part of the site.

Any required additional or enhanced flood defences should not conflict with the purposes and special qualities of the Broads.

Particular care will be required in relation to habitats designated as being of local, regional, national or international importance in the area and beyond which are water sensitive.

Reasoned Justification

According to the National Planning Practice Guidance (NPPG), “flood risk” is a combination of the probability and the potential consequences of flooding from all sources – including from rivers and the sea, directly from rainfall on the ground surface and rising groundwater, overwhelmed sewers and drainage systems, and from reservoirs, canals and lakes and other artificial sources.

²⁵ The “footprint” is the aggregate ground floor area of the existing on site buildings, including outbuildings which affect the functionality of the floodplain but excluding temporary buildings, open spaces with direct external access between wings of a building, and areas of hardstanding.

Flood Zones refer to the probability of river and sea flooding, ignoring the presence of defences. They are shown on the Environment Agency's Flood Map for Planning (Rivers and Sea)²⁶ and defined in the NPPG. They are also shown in a Strategic Flood Risk Assessment (see text later).

It is evident that the causes of flooding in the Broads are complex, and that flooding will continue to be a significant risk in much of the Broads in the foreseeable future. Developers should be aware of this situation. The risk of flooding must continue to be a material consideration in dealing with Broads' planning applications. It may be a reason for refusal of planning permission in some cases. In the context of the uncertainty about the nature and extent of flood risk in the Broads, it is open to developers to commission their own risk assessment regarding the potential for flooding at a particular site. Risks relate not just to property but to essential infrastructure and utilities required to facilitate and support development, and to the ability of emergency services to respond to an event.

Flood alleviation and preparing for the impact of climate change are key issues in the Broads, and there are a number of approaches that could be taken to address this. It will also be essential to ensure that measures to minimise the risk of flooding from all sources of flood risk to new development do not themselves lead to development which, by virtue of its scale, layout or design, is visually damaging to its surroundings. Therefore, even though the principle of development may be acceptable, acceptability in terms of design, landscape character, and impact on the environment must also be addressed.

All developments should be located in areas identified as being at the lowest risk of flooding. Development proposals of one hectare or greater and all proposals for new development in Flood Zones 2 and 3 will be accompanied by a site specific Flood Risk Assessment (FRA) (except those covered by Environment Agency standing advice). This FRA should demonstrate how flood risk from all sources of flooding to the development itself and flood risk to others would be managed. It will also be expected to take climate change into account, identify flood reduction measures that will be incorporated into the development (including the use of Sustainable Drainage Systems) and provide an assessment of any residual risk. The FRA should be proportionate to the level of risk and the scale, nature and location of the development. The checklist as set out in the NPPG²⁷ should be used to produce an FRA but the FRA should also address the additional considerations as set out in the policy.

To assist the production of Flood Risk Assessments for householder development and other minor extensions in Flood Zones 2 and 3, the Authority, in liaison with the Environment Agency, has proposed a Ticksheet template²⁸.

In accordance with national policy, development in Environment Agency Flood Zones 2 and 3 will only be permitted when the sequential test and the exception test, where applicable, have been satisfied. The Sequential Test will be carried out by the Authority drawing upon information submitted by the applicant. Where an exception test is necessary, the applicant's FRA must include sufficient information to enable this assessment to be undertaken. For the purposes of this policy, footprint will be defined as the aggregate ground floor area of the existing on site buildings, including outbuildings which affect the functionality of the floodplain but excluding: temporary buildings, open spaces with direct external access between wings of a building, and areas of hardstanding.

Part n) requires the FRA to demonstrate safe access and egress from the site. Where it has been demonstrated that this would not be possible due to unsafe flood depths on or surrounding the site, the

²⁶ See the flood maps here: <http://maps.environment-agency.gov.uk/wiyby/wiybyController?x=357683.0&y=355134.0&scale=1&layerGroups=default&ep=map&textonly=off&lang=en&to pic=floodmap>

²⁷ <http://planningguidance.communities.gov.uk/blog/guidance/flood-risk-and-coastal-change/site-specific-flood-risk-assessment-checklist/>

²⁸ http://www.broads-authority.gov.uk/_data/assets/word_doc/0006/917862/Appendix-F-Flood-Risk-Assessment-Tick-Sheet.doc

safety of occupants will need to be managed through a Flood Response Plan (FRP). The FRP should demonstrate that occupants will be kept safe and not exposed to flood hazards. This may be through evacuation in advance of a flood and/or remaining in situ within an appropriate refuge. The Authority has produced a Flood Response Plan template²⁹ for applicants to use. The acceptability of the plan and its ability to keep occupants safe will be assessed as part of the planning application.

With regards to replacement dwellings in flood zone 3a, replacement dwellings are required to be on a like for like basis as any increase in size is likely to expand into functional floodplain (flood zone 3b) thus putting more property and possibly more people at risk of flooding. The change to the functional floodplain could increase flood risk elsewhere.

Surface water run-off proposals should address the requirements of the Flood and Water Management Act 2010.

Sustainable Drainage Systems (SuDS) are an alternative to traditional drainage systems that attempt to reduce the total amount, flow and rate of surface water run-off. There is a range of possible SuDS techniques that can be utilised. However, not all techniques will be appropriate for individual development sites. See separate policy on SuDS. See policy **PODMS**: Surface water run-off.

Given the importance and relevance of flood risk issues to the Broads applicants should, in developing proposals, have regard to National flood guidance and policy as set out in the NPPF and NPPG.

The Government also states in the NPPG that '*Local authorities and developers should seek opportunities to **reduce the overall level of flood risk in the area and beyond***'. The policy seeks opportunities to reduce the overall level of flood risk.

Environmental Permitting Regulations 2010

Applicants should be aware that there is a need to obtain an Environmental Permit³⁰ from the Environment Agency, for flood risk activities for work or structures in, under, over or within 16m from a main river and from any flood defence structure or culvert. The works may fall under one or more of the following categories: 'Exemption', 'Exclusion', 'Standard Rules Permit', 'Bespoke permit. Anyone carrying out these activities without a permit where one is required, is breaking the law.

Status of the 2017 Flood Risk Supplementary Planning Document on adoption of the Local Plan.

The Broads Authority have a Flood Risk Supplementary Planning Document (SPD)³¹. That is based upon the Development Management Policy DP29 which this policy replaces. Consequently, on adoption of this Local Plan, the SPD is out of date. The Authority will review the SPD immediately after adoption, but in the meantime (between adoption of the Local plan and adoption of the revised SPD), we will still refer to the SPD (albeit along the lines of guidance) as there is much detail to flooding in that document.

Strategic Flood Risk Assessment (SFRA)

SFRAs are very important for the production of Local Plans. Work is currently underway to provide up to date SFRAs for most of Norfolk together as well as separately in Waveney (as at May 2017). However a large area of the Broads Authority Executive Area will not be assessed as part of this work because the model needs to be purchased and updated by the Environment Agency and the model run to produce SFRA

²⁹ http://www.broads-authority.gov.uk/data/assets/pdf_file/0007/917863/Appendix-D-Flood-Response-Plan-Guidance-and-Structure.pdf

³⁰ New forms and further information can be found at: <https://www.gov.uk/guidance/flood-risk-activities-environmental-permits>.

³¹ http://www.broads-authority.gov.uk/data/assets/pdf_file/0006/917844/Broads-Flood-Risk-SPD-Final-March-2017.pdf

equivalent information. It is intended that this will be completed by around June 2018. Please see the Position Statement between the Broads Authority and Environment Agency³².

Evidence used to inform this section

- Flood Risk SPD (2017) for the Broads.
- Environment Agency Flood Zones and Risk of flooding from Surface Water maps
- The NPPG and NPPF.
- Strategic Flood Risk Assessment (2007) and Draft 2017 version.
- SFRA Position Statement, EA and BA (2017)
- Norfolk Local Flood Risk Management Strategy

Monitoring Indicators

- Permissions granted contrary to Environment Agency Flood Risk advice.
- Permissions granted contrary to the advice of the Lead Local Flood Authority.

Policy PUBDM5: Surface water run-off

All development proposals will need to incorporate measures to attenuate surface water run-off in a manner appropriate to the Broads. This will need to reflect the characteristics of the site in accordance with a drainage hierarchy for rainwater so that, in order of priority, they:

- a) continue natural discharge processes;
- b) store water for later use;
- c) adopt shallow infiltration techniques in areas of suitable porosity;
- d) store water in open water features for gradual release to a watercourse;
- e) store water in sealed water features for gradual release to a watercourse;
- f) discharge direct to a watercourse;
- g) discharge direct to a surface water drain (highways, Anglian water or other body or within private ownership);
- h) discharge direct to deep infiltration or borehole soakaways; or
- i) discharge direct to a combined sewer

The surface water run-off rates that will occur as a consequence of the development are required to be no more than the greenfield rate for the equivalent event for greenfield sites. If the site is brownfield then no more than those prior to development. However applicants are encouraged to seek betterment in surface water run off as part of their proposals.

Sustainable Drainage Systems (SuDS) shall be used unless, following adequate assessment, soil conditions and/or engineering feasibility dictate otherwise.

Proposals to address surface water must be considered at an early stage of the scheme design process. The following criteria need to be addressed when designing measures to address surface water:

- i) Use a risk assessment on treatment stages to reflect the type of proposed development and how surface water run-off and drainage will affect the receptor;
- ii) Take the current drainage arrangements of the area into account;
- iii) Take natural site drainage and topography into account;
- iv) Effectively manage water including maintenance of and, where possible improvement to water quality; and
- v) Provide amenity for local residents whilst ensuring a safe environment.

Where SuDS via ground infiltration is feasible, in order to ensure that SuDS discharge water from the

³² xxx

development at the same or lesser rate as prior to construction, developers must undertake groundwater monitoring within the winter period and winter percolation testing in accordance with the current procedure³³.

Minor developments which increase the footprint of an impermeable surface are required (where appropriate) to incorporate mitigation measures to reduce surface water runoff, manage surface water flood risk to the development itself and to others, maximise the use of permeable materials to increase infiltration capacity, incorporate on-site water storage and make use of green roofs and walls wherever reasonably practicable and appropriate in accordance with design policies..

Within the critical drainage catchments as identified by the Lead Local Flood Authority and in other areas where the best available evidence indicates that a serious and exceptional risk of surface water flooding exists, all development proposals involving new buildings, extensions and additional areas of hard surfacing shall ensure that adequate and appropriate consideration has been given to mitigating surface water flood risk.

Schemes that involve SuDS will be required to provide details of the management regime to ensure effective operation of the type of SuDS delivered.

Reasoned Justification

The policy seeks to ensure that surface water run-off is discharged as high up the following **hierarchy** (as set out in the NPPG) as possible:

- into the ground (infiltration);
- to a surface water body;
- to a surface water sewer, highway drain, or another drainage system;
- to a combined sewer.

Sustainable drainage systems (SuDS) slow the rate of surface water run-off and improve infiltration, by mimicking natural drainage in both rural and urban areas. This reduces the risk of “flash-flooding”, which occurs when rainwater rapidly flows into the public sewerage and drainage systems. SuDS can also be used to enhance the environment of a site by contributing to green infrastructure and providing habitats for wildlife.

The Government has issued a written statement in relation to SuDS³⁴ saying that ‘*we expect local planning policies and decisions on planning applications relating to major development (developments of 10 dwellings or more; or equivalent non-residential or mixed development) to ensure that sustainable drainage systems for the management of run-off are put in place, unless demonstrated to be inappropriate.*’. The policy seeks to address this direction.

Types of SuDS

The Broads is ideally suited for this sort of approach as dykes and other forms of holding basins are characteristic of the landscape. There is a range of possible SUDs techniques that can be utilised. However, not all techniques will be appropriate for individual development sites. Examples of SuDS include retention ponds (a depression which holds water even during dry weather conditions), water butts and swales (long vegetative depression which is normally dry except during and after heavy rainfall).

Designing SuDS

³³ Currently BRE Digest 365

³⁴ <http://www.parliament.uk/documents/commons-vote-office/December%202014/18%20December/6.%20DCLG-sustainable-drainage-systems.pdf>

An appropriate amount of land take should be allowed to account for SuDS within any development. To be most effective SuDS proposals need to be integrated into scheme designs at an early stage and not retro-fitted once layout has already been established.

Special consideration will need to be given to the design of the drainage system when there is known flooding issues within the immediate catchment of the development. Generally known flooding issues do correlate with areas shown as high risk flooding on the Government Risk of Surface Water Flooding (RoSWF) maps however the LLFA will highlight any relevant information at the time of consultation.

It is acknowledged that the scope of any drainage strategy should be proportionate to the scale of the development and the amount and type of flood risk the development site is subject to. As part of any drainage strategy it will be important to identify existing drainage arrangements in order to determine the available options for draining the site as well as to ascertain the impact of the proposal post development.

In certain instances it may not be appropriate to attenuate significant amounts of water due to ecological considerations however water quality issues should always be considered. A risk assessment should be undertaken and appropriate treatment stages should be introduced if the receiving environment is assessed as being sensitive to development.

Normal infiltration SuDS should be no deeper than 2m, below ground level with a minimum of 1.2m clearance between the base of infiltration SuDS and the peak seasonal groundwater levels. Monitoring/testing of groundwater must be undertaken in winter as this tends to be the time of year that sees most precipitation and higher groundwater levels.

Advice from Norfolk County Council (Lead Local Flood Authority, LLFA) is that deep infiltration or borehole soakaways should be the final option for consideration on a par with discharge to a combined sewer. Whilst these methods can provide groundwater recharge via infiltration at depth, it does not mimic the natural drainage system as would shallow infiltration..

Furthermore, the Environment Agency have also stated that they would not normally support the use of deep bore soakaway systems as these can present an unacceptable risk to groundwater environment. Where applications are proposing their use, they should provide supporting documentation that clearly demonstrates why other SuDS discharge options are not appropriate. Each application for deep bore soakaways should also be supported by a detailed risk assessment demonstrating that their use will not impact on groundwater quality. If deep bore soakways are proposed the developer may require an environmental permit from the Environment Agency for a direct discharge to groundwater³⁵. Granting of planning permission does not automatically mean a developer will be awarded an environmental permit and early engagement with the EA is recommended where deep bore soakaways are proposed. Applications are expected to clearly demonstrate with supporting information as to why other SuDS discharge options are not appropriate prior to proposing deep infiltration/borehole soakaway. If deep bore soakaways are proposed the developer may require an environmental permit from the Environment Agency for a direct discharge to groundwater.

Good examples of how development can be planned to manage water and deliver multiple benefits effectively are outlined in the RSPB/WWT report 'Sustainable drainage systems: maximising the potential for people and wildlife – A guide for local authorities and developers' (available at https://www.rspb.org.uk/Images/SuDS_report_final_tcm9-338064.pdf).

³⁵ More information can be found at <https://www.gov.uk/guidance/discharges-to-surface-water-and-groundwater-environmental-permits>.

Areas with concentrated surface water risk will be identified by the Lead Local Flood Authorities as Critical Drainage Catchments³⁶ (CDCs). The CDCs form the main focus for partner engagement, detailed analysis and potential implementation of flood protection schemes as well as the production of Surface Water Management Plans³⁷ which look in detail at places that have suffered surface water flooding or have a high surface water flood risk. Currently there are no CDCs in the Broads Authority area.

Management, maintenance and adoption of SuDS

The management of SuDS during the construction phase, to ensure they operate in an effective manner is of importance. Once constructed a management plan needs to be in place, along with appropriate resources, to ensure they continue to operate in perpetuity. With regards to adopting SuDS, Anglian Water's current standards for SuDS adoption are available to view at the following address:

<http://www.anglianwater.co.uk/developers/suds.aspx>. SuDS can also be adopted by other bodies such as Management Companies.

Additional information

There are various sources of technical information that can be used when addressing surface water and designing SuDS:

- NPPG³⁸
- Non-statutory technical standards for the design, maintenance and operation of sustainable drainage systems³⁹
- SuDS manual produced by CIRIA⁴⁰.

Evidence used to inform this section

- The NPPG and advice from Norfolk County Council as the Lead Local Flood Authority.

Monitoring Indicators

- SuDS delivered in line with the hierarchy.

³⁶ A Critical Drainage Area is a discrete geographic area (usually a hydrological catchment) where multiple or interlinked sources of flood risk cause flooding during a severe rainfall event thereby affecting people, property or local infrastructure

³⁷ <https://www.norfolk.gov.uk/what-we-do-and-how-we-work/policy-performance-and-partnerships/policies-and-strategies/flood-and-water-management-policies/surface-water-management-plans> and <https://www.suffolk.gov.uk/roads-and-transport/flooding-and-drainage/flood-management-in-suffolk/>

³⁸ <http://planningguidance.communities.gov.uk/blog/guidance/flood-risk-and-coastal-change/reducing-the-causes-and-impacts-of-flooding/why-are-sustainable-drainage-systems-important/>

³⁹ https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/415773/sustainable-drainage-technical-standards.pdf

⁴⁰ In delivering SuDS there is a requirement to meet the framework set out by the Government's 'non statutory technical standards' and the revised SuDS Manual complements these but goes further to support the cost-effective delivery of multiple benefits. http://www.ciria.org/Resources/Free_publications/SuDS_manual_C753.aspx

11. Open Space, Play and Allotments

<<Section to be updated following a single issue focussed consultation>>

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12. PUBDM Green Infrastructure

Policy PUBDM8: Green Infrastructure

There is an expectation that new development proposals will enhance, and integrate with, the local green infrastructure network. Development shall contribute to the delivery and management of green infrastructure that meets the needs of communities and biodiversity both within and beyond the proposal boundaries, including establishment of new and enhancement of existing green infrastructure.

Through its layout and design, new development should respond to the existing local green infrastructure network and help connect areas of Green Infrastructure.

Where it is considered that the development will have a detrimental effect on the quantity, quality or function of existing green infrastructure then the development will not be permitted unless it can be demonstrated that an assessment has been made and suitable mitigation measures proposed. Any mitigation measures should be of equal or greater value than that which is to be compromised or lost through development.

Development that unacceptably compromises the integrity of green infrastructure assets, the delivery of Green Infrastructure strategies, and/or conflicts with the findings of relevant studies of the Authority's constituent districts and county councils without suitable justification and mitigation will not be permitted.

Green infrastructure proposals should:

- a) protect and enhance existing natural and historic environments;
- b) strengthen connectivity and resilience of ecological networks;
- c) be locally distinctive through reflecting and enhancing landscape character;
- d) maximise opportunities to mitigate and adapt to climate change;
- e) improve quality of life through provision of benefits for health and wellbeing, including opportunities to access open space and enjoyment of the Broads and its special qualities; and
- f) ensure long term beneficial maintenance and management of Green Infrastructure.

Reasoned Justification

The NPPF defines Green Infrastructure (GI) as '*a network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities*'.

Green Infrastructure typologies/components include:

- **Parks and Gardens** – urban parks, Country and Regional Parks, formal gardens
- **Amenity Greenspace** – informal recreation spaces, housing green spaces, domestic gardens, village greens, urban commons, other incidental space, green roofs
- **Natural and semi-natural urban and rural greenspaces** - woodland and scrub, grassland (e.g. meadow), heath, wetlands, open and running water, brownfield land and disturbed ground, bare rock habitats (e.g. cliffs and quarries)
- **Green corridors** – rivers and canals including their banks, hedgerows and other natural features, road and rail corridors, cycling routes, pedestrian paths, commons and public rights of way
- **Other** - allotments, community gardens, city farms, cemeteries and churchyards

Sustainable Drainage Systems (SuDS) can also be Green Infrastructure (see policy xxxx).

The NPPF says at paragraph 114. *'Local planning authorities should (inter alia) set out a strategic approach in their Local Plans, planning positively for the creation, protection, enhancement and management of networks of biodiversity and green infrastructure'*

There are essentially three elements to the policy. The first relates to the importance of incorporating existing green infrastructure assets within development proposals and enabling connectivity to other assets. This could include reflecting the green infrastructure features on site or nearby. The Broads Authority has produced a Biodiversity Enhancements Guide that could help.

The second element relates to protecting existing assets as well as ensuring proposals do not affect the ability of our constituent district councils to deliver their Green Infrastructure Strategy recommendations. Some of our districts have Green Infrastructure Strategies that fundamentally benefit the wildlife and visitors of the Broads, but also act as mitigation of the effects of their development requirements and enable the delivery of housing and other development that benefits the community and visitors of the Broads.

The third element sets our criteria that proposals for Green Infrastructure need to address and the benefits it can provide, namely that it:

- contributes to high quality and accessible landscapes benefiting people and wildlife;
- plays an essential role in maintaining and enhancing the health of the natural environment and its ability to provide a wealth of 'ecosystem services';
- increases ecological connectivity to overcome habitat fragmentation and to increase the ability of the natural environment to adapt to climate change;
- in coastal locations, helps to provide recreational space and to enhance and protect our marine environment;
- creates attractive and accessible places for people to socialise, enjoy direct and regular contact with and learn about the natural environment;
- strengthens links between urban areas and their surrounding countryside, and brings the natural world into every neighbourhood, with benefits for individual and community health and wellbeing;
- supports the efficient management of water resources. A network of green spaces reduces the likelihood of flooding by allowing water to permeate through the ground;
- can also contribute to delivery of sustainable land management;
- can also create a range of social and economic benefits, both directly (through employment in capital projects and future management) and indirectly (increased visitors and visitor spend);
- supports functioning ecosystems and robust natural systems for the management of basic resources such as water, clean air, soil, and the maintenance of biodiversity;
- delivers a broad range of ecosystem services and linked social and economic benefits that clearly demonstrate the relevance of the natural environment to the lives and livelihoods of individuals and communities;
- makes a direct contribution to reducing the effects of the climate change; and
- enhances the self sufficiency of communities though providing local food production and recreational areas.

'Blue' infrastructure is also important in the Broads. There are other policies in this Local Plan that relate to the water in the Broads such as water quality, surface water and staithe policies.

Evidence used to inform this section

- Local knowledge as well as advice from Norfolk County Council.

Monitoring Indicators

- Green Infrastructure lost.
- Green Infrastructure delivered in line with this policy.

DRAFT

13. Climate Change

Policy PUBSP5: Climate Change

The Authority welcomes positives actions from development which enables a move to a low carbon economy and society and helps biodiversity to adapt to climate change.

Contributions to climate change arising from development will be minimised by means of a reduction of greenhouse gas emissions (mitigation).

Proposals are required to consider how climate change could impact development through its lifetime (adaptation and resilience).

Potential impacts will be identified and assessed by developers and measures taken including:

- i) Implementing green travel plans;
- ii) Incorporating small-scale renewable energy technologies into development;
- iii) Using sustainable design principles that achieve energy efficiency throughout the development's lifecycle; and
- iv) Considering the potential impacts as a result of climate change on development, the natural and historic environment and users of the development

Reasoned Justification

Climate change and sea level rise are key challenges facing the Broads. The extent of these changes will depend on the level of society's response to the emission of greenhouse gases, particularly carbon dioxide from burning fossil fuels.

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Key impacts of climate change in the Broads are likely to include:

- greater demand for water resources;
- increased risks from flooding;
- intrusion of saline water into the freshwater system;
- changes in the distribution of habitats and species, with some net loss of native biodiversity and increase in native and invasive species; and
- a more productive wetland system, requiring more management intervention.

There are two general approaches to the issue of climate change, both of which have a role:

- Climate change adaptation and resilience is about being prepared for a changing climate - for example connecting up habitats to allow species to move according to climate conditions, or identifying particular areas ready to take excess water in times of flood.
- Climate change mitigation is about reducing greenhouse gas emissions through changing behaviour - for example, improving housing insulation to reduce energy demand, installing solar panels so relying less on fossil fuels, and using the car less.

Innovative solutions are also required to minimise the impacts of climate change and the particular challenges and opportunities that this will present in terms of development and of the delivery of sustainable design solutions.

A policy stance can be taken to ensure low-carbon development, promote the use of renewable resources, reduce emissions, utilise small-scale renewable energy schemes and locally grown biomass crops, and reduce the need to travel.

Policies elsewhere in this Local Plan require that high standards of design are achieved, but it will also be necessary to incorporate high levels of resource efficiency and energy conservation in development. These will need to be compatible with design objectives and not have a detrimental effect on the landscape character or visual amenity of an area.

In principle, renewable energy will be supported subject to there being no adverse impact on the landscape, wildlife, navigation, recreational interest or other factors that are considered important in the consideration of any proposal.

It is imperative that climate change contribution from transport use is adequately mitigated and managed. This will be achieved by promoting and encouraging the use of low emission and alternative fuel cars and boats, supporting the provision of electric recharging points at main moorings, encouraging walking, cycling and sailing, promoting the port gateways at Great Yarmouth and Lowestoft for boats arriving and leaving the area, and raising awareness about the effects of climate change on the Broads.

The Authority encourages the use of a 'climate smart' ([Appendix D: Climate-smart planning cycle](#)) approach whereby any proposed development is reviewed against climate projections to see what resilience and adaptation options might be possible to help inform the detail of the proposal.

Policy PUBDM9: Climate Smart Checklist

Development proposals which would result in new build, replacement change of use or an increase in floor space must demonstrate how climate change has been taken account of in the scheme with the submission of a Climate Smart Checklist (see [Appendix C: Climate-Smart Checklist](#)).

Reasoned Justification

The current projections are that by mid-century we will start to see significant climate change (UKCIP 2009) and early adaptation planning is likely to save money and better protect property and lives in the long run.

Climate projections for the Broads will depend on how effectively we deal with global greenhouse gas emissions. There will be some inevitable change to the climate due to the gases already in the atmosphere, but the more extreme changes should be avoided if there is prompt action to reduce emissions in the short term. In simple terms, the best current opinion⁴¹ about likely changes that will impact on the Broads include warmer, drier summers, slightly wetter, warmer winters and more extreme events in terms of frequency and severity. The sea level is already rising and this is being increased by a changing climate.

The Broads is therefore very vulnerable to greater flood risk, storms, droughts and heatwaves that could affect how we are able to use land and buildings, how we get around, the wildlife around us and how the environment we enjoy appears and functions.

It is acknowledged that the extent to which climate change happens, and its impact on the Broads, will be affected by actions nationally and globally, and Local Plan policies cannot protect the Broads from this. They can, however, contribute to an approach which seeks to reduce climate change where possible through positive action and mitigate its effects.

Section 19 (1A) of the Planning and Compulsory Purchase Act 2004 requires local planning authorities to include in their Local Plans '*policies designed to secure that the development and use of land in the local planning authority's area contribute to the mitigation of, and adaptation to, climate change*'.

⁴¹ UK CIP (Climate Impacts Programme) 2009 'medium emissions' scenario for the East of England

The Local Plan includes specific policy approaches that seek to address mitigation and adaptation needs, such as through the approach to renewable energy (PUBDM15), flood risk management (PUBDM4), housing resilience and standards ((PUBDM40), and transport (PUBDM23).

Additional to these specific policies, the Authority promotes the use of a ‘climate-smart’ approach whereby any proposed development is reviewed against climate projections⁴² to see what resilience and adaptation options should be included to help inform the detail of proposals. This includes identifying changes that will need to be implemented when certain ‘trigger’ conditions are reached and building in sufficient flexibility to cope with differing climate scenarios. It could also suggest seeking revised outcomes if the climate changes cannot be accommodated in the initial ideas (see [Appendix D](#) for details of the climate smart planning cycle).

Evidence used to inform this section

- Broads Authority Climate Change Adaptation Strategy
<http://www.broads-authority.gov.uk/looking-after/climate-change>

Monitoring Indicators

- Development proposals that have completed the checklist.

Evidence used to inform this section

- Broads Authority Climate Change Adaptation Strategy
<http://www.broads-authority.gov.uk/looking-after/climate-change>

Monitoring Indicators

- Development proposals that have completed the checklist.

⁴² <https://www.gov.uk/guidance/flood-risk-assessments-climate-change-allowances>

14. Soils

<<Soil section will be updated following a single issue focussed consultation>>

15. Heritage and Historic Assets

Policy POSP6: Historic Environment

Key buildings, structures and features which contribute to the Broads' character and distinctiveness will be protected from inappropriate development or change.

Proposals which maintain, enhance and provide better understanding of the significance of the overall cultural heritage value of the Broads will be sought through:

- i) Supporting the repair and appropriate re-use of buildings and structures of historic, architectural, cultural or landscape value where the repair and/or use would not be detrimental to the character, appearance or integrity of the building or structure, its context or setting; and
- ii) Requiring the highest standard of design which will protect the historic environment and add to the future cultural heritage value of the locality.

The archaeology of the Broads will be better understood, protected and enhanced by:

- iii) Protecting archaeology from inappropriate development or change; and
- iv) Ensuring proposals take account of the area's status as having 'exceptional waterlogged heritage'

Appropriate development proposals that bring into use or remove an asset from the heritage at risk register will be supported where appropriate to their significance.

Reasoned Justification

The historic environment makes a significant contribution to sustainable communities through supporting economic vitality, social and cultural links to the past and a dynamic and varied built environment.

The Broads has a rich and varied historic environment recognised by 15 Scheduled Monuments, 25 Conservation Areas and 272 listed buildings (which collectively constitute the Designated Heritage Assets of the Broads), together with over 1000 sites or structures worthy of inclusion on the Historic Environment Record. In addition, there are many other landmark buildings, structures, historic landscape or landscape features that contribute to local character and heritage but are not statutorily protected and instead will be assessed for inclusion on a local list of assets, depending upon their significance. The Broads also contains a wealth of important archaeological sites, many of which owe their preservation to waterlogged conditions that enable the conservation of organic material; this material source also requires consideration as a significant heritage asset. Indeed, much of the landscape of the Broads is a product of historic and cultural practices and is of itself an historic landscape, providing the context for individual sites of archaeological interest.

Policies aim to set new standards to complement the current character and to create development that will be valued in future. The design quality of new structures in the Broads will potentially impact on identified

features; by requiring a high quality of design, it is hoped that the cultural heritage value of the area will be enhanced.

Heritage assets are defined by the NPPF as *‘a building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listing)’*. The following provides more detail:

- Designated heritage asset. The NPPF defines these as: A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation.
- Non Designated Heritage Assets. The NPPG says *‘local planning authorities may identify non-designated heritage assets. These are buildings, monuments, sites, places, areas or landscapes identified as having a degree of significance meriting consideration in planning decisions but which are not formally designated heritage assets’*.

Some non-designated heritage assets can be found on the Authority's Local List, which identifies buildings and structures that significantly contribute to the local character but may not meet the strict criteria for nationally listed assets.

With regards to archaeology, there will be archaeological interest in a heritage asset if it holds, or may potentially hold, evidence of past human activity worthy of expert investigation at some point. Heritage assets with archaeological interest are the primary source of evidence about the substance and evolution of places, and of the people and cultures that made them.

‘Heritage at Risk’ is a collective term applied to ‘designated’ heritage assets that are at risk as a result of neglect, decay or inappropriate development, or are vulnerable to becoming so. While the Authority generally supports improvements to the ‘at risk’ assets that will enable them to be taken off the register, changes must be in conformity with the other adopted policies of the Local Plan as well as with national planning policies.

Policy PUBDM11: Heritage Assets.

All development will be expected to protect, preserve or enhance the significance and setting of historic, cultural and architectural heritage assets and elements of the wider historic environment that give the Broads its distinctive character.

a. Designated heritage assets

Development that would affect a Designated Heritage Asset or its setting will be considered in the context of national policy having regard to the significance of the asset.

b. Non-designated heritage assets

In assessing development proposals that would directly or indirectly affect a non-designated heritage asset a balanced judgement will be made considering:

- i) Scale of any harm or loss;
- ii) Significance of the heritage asset; and
- iii) Public benefits

c. Archaeology

Sites of archaeological interest and their settings will be protected, enhanced and preserved; development which has an unacceptable impact on a site of archaeological interest will not be permitted.

Where it is considered appropriate in cases where development coincides with the location of a known or suspected archaeological interest, an archaeological field evaluation will be required.

There will be a presumption in favour of preservation in-situ for Scheduled Monuments and other archaeological heritage assets of significance.

Development proposals that will result in unavoidable harm to, or loss of, an archaeological heritage asset's significance, will only be permitted where there is a clear justification in terms of public benefits arising from the development which outweigh that harm and, in the case of substantial harm/loss, also meet the following requirements:

- i) there is no less harmful viable option;
- ii) the amount of harm has been reduced to the minimum possible; and
- iii) satisfactory provision is made for the evaluation, excavation, recording and interpretation of the remains before the commencement of development.

d. The unknowns

Consideration will be given to the protection of heritage assets which have not been previously identified or designated but which are subsequently identified through the process of decision making, or during development. Any such heritage assets, including artefacts, building elements or historical associations which would increase the significance of sites and/or adjoining or containing buildings, will be assessed for their potential local heritage significance before development proceeds.

Where heritage assets newly identified through this process are demonstrated by evidence and independent assessment to have more than local (i.e. national or international) significance, there will be a presumption in favour of their retention, protection and enhancement.

Where an asset has potential to be locally significant, it will be assessed against the criteria set out in the reasoned justification to this policy. Where this process demonstrates there is local significance, development proposals affecting these assets will be determined in accordance with criteria listed in section b.

e. Linking to the past

Where the Authority considers it appropriate, proposals will be required to recognise the importance of the historic environment through heritage interpretation measures.

Reasoned Justification

The Authority recognises the importance of protecting and preserving heritage and cultural assets, but new development may in some cases be appropriate to enable historic buildings and areas to react to changing circumstances. Development proposals will, however, be judged against their effect on the significance of

the asset and its setting. Policy PUBDM11: Historic Environment should be read in conjunction with the policy principles and information set out in the NPPG.

Development that would affect the significance of a Heritage Asset (designated or non-designated), including a Listed Building, a locally listed building, Conservation Area, Registered Park and Garden or Scheduled Monument or its setting, must be accompanied by a Heritage Statement. This statement should provide a schedule of works and analyse the impact of the proposal on the form, fabric and setting of the asset and any features of historic or architectural interest, together with an assessment of the significance of the heritage asset to be affected. The statement should provide justification for the proposed works and their impact on the special character of the asset. When a Design and Access Statement is required, the Heritage Statement can form part of this.

In assessing the effect of development proposals on a Heritage Asset, consideration will be given to the significance of the asset and its setting, its intrinsic historic interest and rarity, and the contribution it makes to the character of the area. This will be weighed against the social and economic benefits of the proposal. Development that would cause less than substantial harm to the significance of a Listed Building, Conservation Area or Scheduled Monument will only be permitted where the harm is outweighed by substantial public benefits of the proposal. ('Significance' can be defined as the value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting⁴³).

Non-designated heritage assets include those on the Historic Environment record of Norfolk and Suffolk County Councils as well as the Broads Local List. There are also assets not on either of these lists that we know about, that have potential historic importance including landscape features. Indeed the Authority assesses one topic area at a time to understand the potential for other features or buildings to form part of the Local List. At the time of writing, the Authority has assessed mills and waterside chalets and is intending to assess boatyards.

Archaeological remains are a finite resource, often highly fragile and vulnerable to damage and destruction. Compared to other wetland/former wetland and areas of the East of England, the archaeology of the Broads is comparatively under-investigated. Additionally the lakes, dykes and in some cases the rivers in the Broads are themselves archaeological features. It is highly likely that undiscovered archaeology exists owing to the largely undeveloped nature of the area. The Broads is a low-lying wetland area where the landscape has been shaped over centuries by a combination of physical, ecological, cultural and historic factors.

The Broads contains important archaeological sites, many of which owe their preservation to waterlogged conditions that promote conservation of organic material. Large areas of the grazing marshes have never been investigated or developed and there is the likelihood that they represent a reserve of significant archaeological artefacts and interest, given the rich archaeology in the immediate vicinity. The importance of the palaeo-environmental remains likely to be preserved in the wetland environment is recognised.

⁴³ Further guidance can be found in the NPPG: <http://planningguidance.communities.gov.uk/blog/guidance/conserving-and-enhancing-the-historic-environment/why-is-significance-important-in-decision-taking/>

Historic England has identified the Broads as an area of *exceptional waterlogged heritage*. Fundamentally, because of the soil conditions in the Broads, there is great potential for archaeology to be well preserved.

Development proposals should be located and designed to avoid damage to archaeological remains and should enable these remains to be preserved in situ. Norfolk Historic Environment Service and Suffolk County Council Archaeology Service will be consulted on development proposals with the potential to have an adverse impact on a site of known or suspected archaeological interest. When a proposal has a potential adverse effect on a site of known or suspected archaeological interest, the development must be accompanied by archaeological field evaluations that detail the impact the proposal would have on these remains. In these cases, preservation by record secured through an agreed Written Scheme of Archaeological Investigation will be required. All archaeological works will be required to be undertaken to proper professional standards, as defined by the Chartered Institute for Archaeologists (CIfA).

Where development can take place and still preserve important features in situ, planning conditions will be sought to secure the implementation of effective management plans that ensure the continued protection of those features.

Heritage assets also include currently undesignated and unidentified assets that may be identified as being of significance during pre-application discussions or the process of decision making or that may be revealed in the course of development. These may include assets of established community value and assets that contribute to giving areas their sense of place and neighbourhood feel.

As part of the planning application process, consideration should be given to whether a heritage asset whose significance is not currently recognised or appreciated, but which becomes apparent through the application process, merits formal protection. Where, following assessment, such an asset is judged to be worthy of protection, the principle to be followed is that any proposals resulting in harm to or loss of significance will be assessed according to the degree of significance that the asset is agreed to possess, in the same way that would apply if it had already been recognised.

An independent assessment of heritage significance would normally be undertaken by Historic England (or any equivalent successor body that becomes responsible for heritage asset protection during the currency of this plan). Where the significance of newly discovered assets is adjudged not to be so great as to merit national protection, there may be a case for some form of local recognition, typically by including the asset, or the building or structure in which it has been discovered or of which it forms part, on the Authority's Local List. Assessments of local significance should use the criteria currently used to assess locally identified heritage assets and take account of the views of the community, local and national heritage bodies and conservation and design professionals in reaching a balanced judgement on the significance of the asset. The Local Heritage Listing guide from Historic England is also of relevance⁴⁴. The local criteria are:

- a. Age and integrity
- b. Historic interest – historic association (people or events), social importance, 'lost ' lifestyle (e.g. drainage pumps & marsh cottage settlements)
- c. Architectural interest or merit
- d. Technological innovation or excellence

⁴⁴ <https://historicengland.org.uk/images-books/publications/local-heritage-listing-advice-note-7/>

- e. Visual/scenic/artistic or group value

The Authority considers that appropriate interpretation of the historic and cultural environment is an important aspect to development or change in the area. Such interpretation could range from street names that reflect the heritage of the site, retention of a particular feature, art or interpretation boards. The aim is to provide the link to the past and ensure that visitors and the community are aware of what the site was previously used for or what happened on the site.

Policy PUBDM12: Re-use of Historic Buildings

The re-use, conversion or change of use of a building or structure which is a heritage asset (designated or non-designated) will only be permitted where:

- a) A structural survey demonstrates that the building is capable of conversion and conversion, re-use or change of use can be undertaken without extensive building works, alterations or extensions that would lead to substantial harm to or loss of the asset's significance. In the case of designated heritage assets, the public benefits of the proposal will be weighed against the harm or loss in accordance with national policy;
- b) The proposal can be achieved in a way that preserves the structure's historic, cultural and architectural features and its character;
- c) The nature, scale and intensity of the proposed use are compatible with, and would not prejudice, surrounding uses or the character of the locality; and
- d) It would not adversely affect protected species or habitat.

Wherever possible, the building or structure should remain in the use for which it was originally designed. Where this is not possible, employment, recreation or tourism uses (including holiday accommodation for short stay occupation on a rented basis) will be the next preference.

Conversion to residential uses, where the building would be used as a second home or for the main residence of the occupiers, will only be permitted where employment, recreation or tourism uses of the building are shown to be unviable.

Reasoned Justification

The Broads contains a wealth of Designated (listed buildings, Conservation Areas, Scheduled Monuments and registered parks and gardens) and non-Designated Heritage Assets, making a significant contribution to the special character of the area. The Authority recognises that, in the majority of instances, the most effective way of protecting and preserving these buildings will be to retain them in their original use. However, where these buildings can no longer sustain the use for which they were originally designed, finding an appropriate alternative use for the building often represents the best way of protecting it. The sensitive re-use of historic buildings is also good sustainable practice, both in terms of making the optimum use of the embodied energy of the building and also in relation to maintaining a local skill base in the restoration of historic buildings and traditional construction techniques.

Nevertheless, when considering proposals for the re-use of historic buildings, close attention must be paid to the design of any such conversion to ensure that it is appropriate for the character and appearance of the building and would not adversely affect its context or setting. In particular, the loss of the primary fabric of the building and internal or external features that contribute to its character can devalue its significance.

Some buildings will therefore not be suitable for re-use. Accordingly, development proposals should be accompanied by a structural survey undertaken by a suitably qualified independent Structural Engineer to assist determination of whether the building is capable of conversion without works that would have a significant detrimental effect on its character. In accordance with Policy PUBDM11, a Heritage Statement (included within the Design and Access Statement where required) should also be submitted to provide a schedule of the proposed works, analyse the impact of the proposal on any important features of historic interest, and provide justification for the proposal. Policy PUBDM12, including information requirements for and the determination of such applications should be read in conjunction with the NPPG. Applicants are encouraged to discuss their proposals at an early stage with appropriate officers of the Authority and, when appropriate, with Historic England.

Where it is not possible for the building or structure to remain in the use for which it was originally designed, preference will be given to re-using historic buildings for alternative employment, leisure or tourism uses that will have social and economic benefits for the Broads. Conversion of an historic building to a residential use can often have an adverse impact on its character, given the scale and nature of work required to meet the expectations for a permanent residence. For this reason, such residential conversions tend to be considered as a last resort. Applications to convert a historic building to residential use will be expected to be accompanied by a report undertaken by an independent Chartered Surveyor that demonstrates why economic, leisure and tourism uses would not be suitable or viable as a result of inherent issues with the building. Issues relating to the personal circumstances of the applicant or as a result of a price paid for the building will not be taken into consideration. Details should be provided of conversion costs and the estimated yield of the commercial uses, and evidence provided on the efforts that have been made to secure economic, leisure and tourism re-use during the previous 12-month period.

Significance is discussed in the reasoned justification to policy PUBDM11 on the Historic Environment.

Criterion C relates to amenity and tranquillity impacts of proposals. Please refer to policies PUBDM21 (amenity) and PUBDM22 that cover these topic areas.

Applicants should be aware that historic buildings, particularly those in rural areas, have the potential to provide important breeding and resting places for a number of species protected under a range of legislative provisions, including bats, barn owls or other nesting birds. If the presence of a protected species is suspected, the applicant will normally be required to submit a survey undertaken by a suitably qualified ecologist to establish whether the species is present, whether the development would harm the species and what measures are proposed to avoid potential harm. There could be the requirement to provide compensatory features although such features should not impact adversely on the structure and also that they should not preclude appropriate development where it might bring a redundant asset or Building at Risk into use.

Evidence used to inform this section

- Local List, Broads Authority.
<http://www.broads-authority.gov.uk/planning/Other-planning-issues/protected-buildings/broads-local-list-of-heritage-assets>
- Historic Waterside Chalets of The Broads, Kayleigh Wood. Not on line.
- Drainage Mill Action Plan and Strategy, Broads Authority.

http://www.broads-authority.gov.uk/_data/assets/pdf_file/0007/421855/EB5.pdf

- Water, Mills and Marshes: the Broads Landscape Partnership. Application to the Heritage Lottery Fund, Landscape Partnership Scheme, May 2015.
<http://www.broads-authority.gov.uk/looking-after/projects/water-mills-and-marshes>
- Historic Environment Record
<http://www.heritagegateway.org.uk/Gateway/CHR/>
- HISTORIC ENVIRONMENT GOOD PRACTICE ADVICE IN PLANNING, Historic England. Notes 1, The Historic Environment in Local Plans.
<https://historicengland.org.uk/images-books/publications/gpa1-historic-environment-local-plans/>
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<https://historicengland.org.uk/images-books/publications/gpa2-managing-significance-in-decision-taking/>
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<https://historicengland.org.uk/images-books/publications/gpa3-setting-of-heritage-assets/>
- The Archaeology of the Broads: a review. Not on line.
- NHPP 3A5 IDENTIFICATION OF WETLAND/ WATERLOGGED SITES. 6240 Exceptional Waterlogged Heritage.
<http://content.historicengland.org.uk/images-books/publications/6240-exceptional-waterlogged-heritage-stage1-inventory/6240-stage1-web-report-v2.pdf/>
- The Archaeology of Norfolk Broads Zones
<http://www.heritage.norfolk.gov.uk/nmp>

Monitoring Indicators for heritage policies

- Heritage at risk
- Archaeological field evaluations
- 'Unknown' assets identified.
- Applications with an interpretation element.
- Heritage assets re-used.

16. Biodiversity

Policy PUBSPxxx Biodiversity

Development will protect the value and integrity of nature conservation interest and objectives of European, international, national and local nature conservation designations paying attention to habitats and species including ecological networks and habitat corridors, especially linking fragmented habitats of high wildlife value.

Reasoned Justification

Sites subject to national designations, namely SSSIs, are accorded a high degree of protection under national legislation, with the objective being to conserve these resources. Because all National Nature Reserves (NNRs) are also SSSIs/ASSIs, they benefit from the same level of statutory protection. Some NNRs may also be Special Areas of Conservation (SACs) or Special Protection Areas (SPAs) and benefit from the additional protection afforded these sites under the relevant Habitats Regulations. The Local Plan policies reiterate this level of protection.

Additional protection is given to features that are accorded statutory designation under European legislation. On such sites, no development that would harm those features for which the site is designated will be permitted, other than in the most exceptional circumstances where there is no alternative solution, where there are imperative reasons of over-riding public interest, and where appropriate compensatory measures are provided. Potentially damaging development might be better located outside the Broads' Executive Area.

The identification, promotion and creation of ecological networks will help to re-establish vulnerable species and habitats to more viable population levels and enable them to adapt better to change in the medium- and longer-term. Habitat corridors and the management that goes on within them are vital for the migration and dispersal of species and help to maintain and enhance biodiversity. In the light of current and future climate change, the role of habitat corridors is likely to become more valuable as species adjust their ranges to accommodate for changing climatic conditions.

While it is essential that development does not adversely affect the wildlife value, it also provides opportunities for enhancement and it is important these are embraced to increase the value of the resource over time. Even improvements contributed through the small-scale developments allowed in the Broads can support biodiversity targets. In all relevant development proposals, assessments of ecological impacts will be sought along with opportunities for enhancement, with particular attention paid to Section 41 priority habitats and species.

By increasing biodiversity in the Broads, the value and beauty of the area will increase and ecological populations will be strengthened and be better able to maintain viable communities.

Policy PUBDM13: Natural Environment

All development shall:

- a) Protect biodiversity value and minimise the fragmentation of habitats;
- b) Maximise opportunities for restoration and enhancement of natural habitats;
- c) Incorporate beneficial biodiversity and geological conservation features where appropriate; and
- d) Include green infrastructure where appropriate.

Proposals on previously developed/brownfield land may require surveys to determine if the site has open mosaic habitat on previously developed land⁴⁵. If the assessment then concludes that the site is of high environmental value, the design of the scheme is required to protect and enhance these areas and/or design appropriate compensation and off site mitigation measures.

Development proposals where the principal objective is to restore or create new habitat will be supported.

Any proposal which would adversely impact a European site, or cause significant harm to a SSSI will not normally be granted permission. Development should firstly avoid (an alternative site or avoid on site), then mitigate and, as a last resort compensate for adverse impacts on biodiversity and geodiversity.

Where it is anticipated that a development could affect the integrity of a Special Protection Area (SPA), Special Area of Conservation (SAC) or Ramsar Site, either individually or cumulatively with other development, a Habitat Regulation Assessment under the Habitats Regulations, will be undertaken. If adverse impacts on the integrity of the site and its qualifying features are predicted, measures to mitigate for these effects will be implemented. If it is not possible to mitigate satisfactorily for adverse effects, the development will not be permitted. If there is no alternative solution, the consideration of imperative reasons of overriding public interest, despite a potentially negative effect on site integrity can be considered. Development that may adversely affect the special interest of a Site of Special Scientific Interest (SSSI) (which is not also subject to an international designation) or a National Nature Reserve will only be permitted in exceptional circumstances where:

- e) There is no significant harm to the features of the site
- f) The benefits of the development clearly outweigh the impact of the development on the features of the designated site and the contribution that the designated site makes to the network of habitats and/or geological features in England; and
- g) The detrimental impact of the proposal on biodiversity interest and/or geodiversity has been minimised through the use of all practicable prevention, mitigation and compensation measures.

Development that would have an adverse impact on a Local Nature Reserve, County Wildlife Site, a section 41 priority habitat identified under the Natural Environment and Rural Communities (NERC) Act 2006, or a local site of geodiversity, including peat soils, will only be permitted in exceptional circumstances, having regard to the international, national, regional and local importance of the site in terms of its contribution to biodiversity, scientific and educational interest, geodiversity, visual amenity and recreational value.

Development that would be likely to have an adverse impact on a legally protected species or section 41 priority species will only be permitted where mitigation measures are implemented to maintain the population level of the species at a favourable conservation status within its natural range. Habitat and species enhancement will be required providing they are not at the detriment to other existing valuable habitats. Where the proposed development would adversely impact upon legally Protected Species or habitats it must also be demonstrated that:

- h) The development is necessary for reasons of overriding public interest; and

⁴⁵ For more information go here <https://www.buglife.org.uk/sites/default/files/Identifying%20open%20mosaic%20habitat.pdf> and here http://jncc.defra.gov.uk/pdf/UKBAP_BAPHabitats-40-OMH-2010.pdf.

- i) There are no satisfactory alternatives, in terms of the form of, or location for, the development, that would have a lesser impact on the species or habitats.

Reasoned Justification

The Broads is a biodiversity resource of international importance, recognised by various national and international conservation designations. Despite these designations, the ecosystems of the Broads are under considerable pressure. Climate change, water quality, habitat fragmentation, non-native species and scrub encroachment all pose threats to biodiversity in the Broads, while demands for higher levels of food production, waste disposal, infrastructure and small-scale developments are also placing strains on the natural environment. As a result, the proportion of SSSIs considered to be in an 'unfavourable condition' (44.1%) is significantly above the national average.

• Protected sites and species

Protecting and enhancing the natural environment is a statutory purpose of the Broads Authority. The Authority also has a legal duty under the Natural Environment and Rural Communities Act 2006⁴⁶ and the Wildlife and Countryside Act 1981⁴⁷ to protect and enhance biodiversity. Development proposals will therefore be expected to consider the protection and enhancement of biodiversity from the outset. In particular, proposals should take opportunities for the restoration and enhancement of priority habitats and species identified in the Broads BAP and Broads Biodiversity and Water Strategy and the Norfolk Ecological Network Mapping Report⁴⁸ (under preparation at the time of writing) and incorporate appropriate beneficial biodiversity conservation features.

Sites of nature conservation value will be strongly protected from development that is likely to damage the features that provide their special value. A Habitat Regulation Assessment will be required for all proposals that are likely to have an effect on a SPA, SAC or Ramsar site. Proposals will only be permitted if they do not adversely affect the integrity of the site. Development that may have a damaging or negative impact upon a SSSI, National Nature Reserve, Local Nature Reserve, County Wildlife Site, habitat identified in the UK, Norfolk or Suffolk Biodiversity Action Plan or local site of geodiversity must be accompanied by a suitable environmental assessment that identifies the impact of the development on the site and proposes mitigation measures that would be incorporated to minimise any impact. Natural England must provide approval for any unconsented operations within SSSI and NNRs.

⁴⁶ **Natural Environment and Rural Communities Act, 2006.** Section 40 places a duty on public authorities to conserve biodiversity - for the first time. This section states that (1) Every public authority must, in exercising its functions, have regard, so far as is consistent with the proper exercise of those functions, to the purpose of conserving biodiversity, and (3) Conserving biodiversity includes, in relation to a living organism or type of habitat, restoring or enhancing a population or habitat. This places a duty on all Local Authorities to conserve wider biodiversity in addition to the statutory protection given to certain sites and species. Also Section 55 changes the situation regarding the Local Authority role and SSSI protection. Guidance for Local Authorities on Implementing the Biodiversity Duty has been produced by Defra. Section 41 refers to the list of the living organisms and types of habitat which in the Secretary of State's opinion are of principal importance for the purpose of conserving biodiversity.

⁴⁷ The legislative provisions in Great Britain for the protection of wild animals are contained primarily in the **Wildlife and Countryside Act, 1981**, Sections 9-12, the wild animals which are protected are listed in Schedules 5-7 of the Act and the provisions for the granting of licenses and enforcement are set out in Sections 16-27. In England and Wales, enforcement provisions were extended and some amendments for protection made by the Countryside Rights of Access Act 2000 (CRoW act) Section 81 and Schedule 12.

⁴⁸ The aims of the project are to make the 'connections' between GI and growth, providing LPAs with a deliverable approach to addressing Green Infrastructure matters to enable and support growth, map the Green Infrastructure Network of Norfolk, maximising the benefits it brings to the communities of Norfolk, to identify deficiency in GI provision and identify opportunities for enhancement. The work is being coordinated by Norfolk County Council.

Where protected species are likely to occur, development proposals should be accompanied by a protected species survey undertaken by a competent and suitably qualified ecologist and submitted with an application. The survey should include an appraisal and appropriate survey evidence of the likelihood and level of presence of the protected species and provide sufficient information to assess the effects of the development on the species, together with any proposed prevention, mitigation or compensation measures. A key test will be whether the viability of the species or habitat would be maintained at this site for the foreseeable future. Where the species is protected under the Conservation of Habitats and Species Regulations 2010 (the Habitats Regulations)⁴⁹ it will also be necessary to demonstrate that any harm to the species is justified by reasons of overriding public interest (IROPI). For Special Areas of Conservation, where 'priority' habitats and species will be affected, only factors relating to public health, public safety and beneficial consequence of primary importance to the environment would constitute IROPI. The IROPI test can only be considered once all alternative solutions that would be less environmentally damaging have been assessed. Developments for which IROPI could apply will be exceptional.

Where development is likely to have an adverse impact upon a species not protected by the Habitats Regulations, and in particular where that species is identified on the UK priority species list (section 41 of the Natural Environment and Rural Communities Act 2006), there will still be an expectation that the development proposal will be accompanied by an impact study commensurate with the scale of the impact and the importance of the species and that mitigation and compensation measures are considered under an appropriate decision making hierarchy.

Existing and future developments can provide habitat for species such as bats and birds. The Authority has produced a Biodiversity Enhancements guide to help applicants in providing beneficial biodiversity features: <http://www.broads-authority.gov.uk/planning/Planning-permission/design-guides>.

- Geodiversity

'Geodiversity' is the variety of rocks, fossils, minerals, landforms and soils, along with the natural processes that shape the landscape that forms the earth heritage resource. Currently there are no designated Regionally Important Geological or Geomorphological Sites (RIGS) in the Broads, but one SSSI, Bramerton Pits, is designated for its geological interest. Local geodiversity interest is: '*Holocene peatland and marine alluvium giving rise to open water, fen and carr habitats; broads developed in former early Mediaeval peat diggings; rivers including lower reaches of Bure, Waveney and Yare and their tributaries including Ant, Chet and Thurne*⁵⁰.' New development has the potential to result in the loss of geodiversity, including the valuable biodiversity and carbon stores supported by peat soils, through operations such as landfill, destruction of geomorphology (landform) and mineral extraction. However, there is also potential to enhance geodiversity by recording sediments exposed during development and by the retention of geological sections. The Authority will therefore ensure development is managed to protect this important asset.

- Brownfield Sites

⁴⁹ These animal and plant species are listed on Annex IV of the **Habitat Directive**. The animals (not birds) are protected under Regulation 41 of the Habitats and Species Regulations 2010 and are listed on Schedule 2 of these Regulations; plants are protected under Regulation 45 of the Habitats and Species Regulations 2010 and are listed on Schedule 5. The European Protected Species Guidance note advises developers and planners of their responsibilities towards European Protected species.

⁵⁰ <https://sites.google.com/site/norfolkgeodiversity/action-ngap/3-protecting/protected/parks-nnrs>

Brownfield sites can be havens for wildlife, supporting some of the UK's most threatened species. Brownfield sites are any piece of land that has been altered by human activity. Brownfield Sites are now listed as a Priority Habitat in Section 41 of the Natural Environment and Rural Communities Act 2006 (NERC Act) under the name of 'Open mosaic habitat on previously developed land'. These habitats can be extremely diverse, supporting a wide range of terrestrial and aquatic habitats.

The NPPF says at paragraph 111: *'Planning policies and decisions should encourage the effective use of land by re-using land that has been previously developed (brownfield land), provided that it is not of high environmental value.'* The NPPG expands on this by saying *'This means that planning needs to take account of issues such as the biodiversity value which may be present on a brownfield site before decisions are taken.'*

The Wildlife and Countryside Link discuss what 'high environmental value' in biodiversity terms means:

- *'It contains priority habitat(s) listed under section 41 Natural Environment and Rural Communities Act 2006'*
- *'The site holds a nature conservation designation such as Site of Special Scientific Interest, or is defined as a Local Wildlife Site (or equivalent) in local planning policy.'*

The policy's requirement for a survey in relation to brownfield/previously developed land needs to be undertaken by a competent ecologist and submitted with an application. This is not about preventing development on brownfield land, but about ensuring development considers the potential habitat and takes this into consideration in its design and delivery. This is not at the expense of other habitats; it recognises that the majority of development in the Broads tends to occur on brownfield land.

- Planning conditions

Wherever a proposed development may have a detrimental impact upon a designated site or protected species, conditions and/or planning obligations will be used to ensure that appropriate mitigation measures are implemented.

Evidence used to inform this section

- Open mosaic habitats high value guidance: when is brownfield land of 'high environmental value'? (Wildlife and Countryside Link):
<http://www.wcl.org.uk/docs/Brownfield%20high%20environmental%20value%20FINAL%20June%202015.pdf>
- Biodiversity Action Plan Framework
http://www.broads-authority.gov.uk/_data/assets/pdf_file/0013/404320/Biodiversity-Action-Plan-framework.pdf
- Biodiversity Action Plan for the Broads
http://www.broads-authority.gov.uk/_data/assets/pdf_file/0014/404321/Biodiversity_Action_Plan.pdf

Monitoring Indicators

- Brownfield sites with high environmental value and how incorporated in schemes.
- Biodiversity and geodiversity features incorporated into schemes.
- Planning Application Habitat Regulation Assessments completed.
- Applications permitted against the advice of Natural England.

17. Renewable Energy

Policy PUBDM14: Energy demand and performance

Development is required to take a 'fabric first' approach and reduce overall energy demand through its design, layout and orientation. Then proposals are also required to maximise the use of energy efficiency and energy conservation measures.

Developments of over 10 dwellings are required to meet at least 10% of their predicted energy requirements using the following hierarchy:

- a) Reduce the overall energy demand in the first place, then
- b) Energy efficient and conservation measures, then
- c) Decentralised and renewable or low-carbon sources for any residual amount.

Developments of non-housing development over 1,000m² are encouraged to achieve at least the BREEAM 'Very Good' standard or equivalent and are required to provide at least 10% of their predicted energy using the hierarchy as set out at a, b and c above.

Planning permission and, where relevant, listed building consent will be granted for works required to improve the energy performance of heritage assets where it complies with other relevant policies and can be clearly demonstrated that this is consistent with all of the following:

- d) The heritage asset's character and appearance,
- e) The heritage asset's special architectural or historic interest,
- f) The long-term conservation of the built fabric; and
- g) The wider setting of the heritage asset.

An energy statement which demonstrates the approach is required to accompany planning applications.

Reasoned Justification

In July 2015 the Government announced, in 'Fixing the Foundations: Creating a more prosperous nation'⁵¹, that 'The government does not intend to proceed with the zero carbon Allowable Solutions carbon offsetting scheme, or the proposed 2016 increase in on-site energy efficiency standards, but will keep energy efficiency standards under review, recognising that existing measures to increase energy efficiency of new buildings should be allowed time to become established'. Linked to this, the Deregulation Act 2015⁵² amends the Planning and Energy Act 2008⁵³ to say that Local Plans cannot set requirements that go beyond the building regulations. However, there is still the potential for Local Plans to ensure that buildings are designed as sustainably as possible and to require that a reasonable proportion of energy demand is met from renewable or low carbon solutions.

The Climate Change Act legislates for a 34% reduction in greenhouse gas emissions against 1990 levels by 2020, and an 80% reduction by 2050. The incorporation of renewable energy generation technologies and

⁵¹ https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/443897/Productivity_Plan_print.pdf

⁵² http://www.legislation.gov.uk/ukpga/2015/20/pdfs/ukpga_20150020_en.pdf

⁵³ http://www.legislation.gov.uk/ukpga/2008/21/pdfs/ukpga_20080021_en.pdf

energy efficiency measures into the design of new development can make a significant contribution to achieving these targets.

The Authority currently has a policy on energy efficiency in new buildings. The current Development Management Policy DP7 refers to 10% of a development's predicted energy requirements being delivered from decentralised, renewable or low carbon resources for major developments and this is carried forward. However, experience gained while working with the promoters of two large-scale sites in the Broads (Pegasus in Waveney, and Ditchingham Maltings in South Norfolk) indicates that it is preferable to take a Fabric First approach, i.e. that the development is designed to reduce energy demand in the first place, then to use energy efficient improvements and finally to use renewable energy technologies where appropriate. Indeed, Passiv Haus approach is one of fabric first, reducing energy demand in the first place.

On-site provision will normally be the preferred mechanism for renewable energy generation; however, off-site schemes will be permitted where it would result in the generation of a greater amount of energy or would have a lesser visual/environmental impact. Planning conditions and/or obligations will be used to ensure that the energy infrastructure comes on-line before the development is occupied.

Addressing climate change is also about making improvements to resource and energy efficiency. Building Research Establishment Environmental Assessment Method (BREEAM) building standards are nationally recognised levels that require building design and construction to address these challenging issues. The retro-fit of historic buildings to enhance their energy efficiency has the potential to become an issue. The Authority will assess the impact of the adaptations, taking due regard of the significance of the historic asset and the character, historic interest and integrity of those elements of the asset likely to be affected.

Further guidance on designing new development to minimise energy consumption is provided in the Broads Authority's Sustainability Guide⁵⁴.

Evidence used to inform this section

- The policy rolls forward the current DP7.
- Experience from major planning applications in relation to the application of the Fabric First approach.

Monitoring Indicators

- Relevant schemes meeting 10% of predicted energy requirements as per the hierarchy.
- Non-housing schemes meeting BREEAM very good standard.

Policy PUBDM15: Renewable Energy

Renewable energy proposals should be of a scale and design appropriate to the locality and should not, either individually or cumulatively, have an unacceptable impact on the distinctive landscape, cultural heritage, biodiversity or recreational experience of the Broads. The Broads Landscape Sensitivity Study will provide guidance on this. The impact of ancillary infrastructure, including power lines, sub-stations, storage buildings, wharves and access roads, will form part of the evaluation. Wherever possible, renewable energy proposals should utilise previously developed sites and result in environmental improvements over the

⁵⁴ <http://www.broads-authority.gov.uk/news-and-publications/publications-and-reports/planning-publications-and-reports>

current condition of the site. The developer will also be required to remove any renewable energy equipment when it is redundant

Reasoned justification

It is widely acknowledged that tackling the challenges posed by climate change will necessitate a radical increase in the proportion of energy we use that is generated from renewable sources. The UK Renewable Energy Strategy (2009) includes the UK's legally binding renewable energy target of 15% by 2020. This is part of a wider suite of strategies within the UK Low Carbon Transition Plan. The Authority must ensure that the causes of climate change are addressed at the local level. This will, however, need to be undertaken within the context of the special circumstances pertaining to the Broads.

A range of renewable energy technologies may be suitable for the Broads, including solar photovoltaic cells, ground and air source heat pumps and wind turbines. See Renewable Energy Topic Paper⁵⁵. However, the sensitivity of the Broads landscape means that large-scale renewable energy developments will generally be inappropriate. In accordance with the NPPF paragraph 97, local planning authorities should *'design their policies to maximise renewable and low carbon energy development while ensuring that adverse impacts are addressed satisfactorily, including cumulative landscape and visual impacts'*. The NPPF also states that *'great weight should be given to conserving landscape and scenic beauty in...the Broads...which have the highest status of protection in relation to landscape and scenic beauty.'*

The NPPG says *'in the case of wind turbines, a planning application should not be approved unless the proposed development site is an area identified as suitable for wind energy development in a Local or Neighbourhood Plan'*. The Authority does not intend to allocate any sites in the Broads for wind turbines. More information can be found in the Renewable Energy Topic Paper.

Wind turbine developments in particular have the potential to impact significantly on the special character of the Broads. Wind turbines are tall structures that have the potential to detract from the mainly open and low-lying character of the Broads landscape, particularly when they are in large groups or sited in prominent locations. Proposals for wind turbines must therefore be accompanied by a landscape and visual impact assessment, which assesses the impact of the development from a full range of viewpoints, including from the waterways and is completed in accordance with the current guidelines "guidelines for Landscape and visual impact assessment" published by the Landscape Institute and Institute of Environmental Management and Assessment. When considering such proposals, the Authority will take into account: the scale of the wind farm (in terms of turbine groupings and heights); the condition of the landscape; the extent to which topography and/or trees screen the lower part of turbines; the degree of human influence on the landscape; and the presence of strong visual features and focal points. The Authority's Landscape Character Assessment will be used to assist in assessing the impact of individual proposals as will the Landscape Sensitivity Study.

The operation of the turbines can also adversely affect ecological interests, particularly birds and bats. If a proposal is considered likely to have an effect on internationally designated sites, it will need to be considered in the context of the Conservation of Habitats and Species Regulations 2010 (the Habitats Directive) and a project level Appropriate Assessment undertaken. Development that could affect the

⁵⁵ xxxxx

integrity of a , local, international or European site would not be in accordance with Policy PUBDM13 of this Local Plan.

The Authority will not support proposals for renewable energy development sited outside but close to the Broads boundaries that would have a significant adverse impact on the Broads environment and the special landscape setting and character.

Evidence used to inform this section

- Renewable Energy Topic Paper:
<http://www.broads-authority.gov.uk/planning/planning-policies/development/future-local-plan>
- Landscape Character Assessment:
<http://www.broads-authority.gov.uk/news-and-publications/publications-and-reports/planning-publications-and-reports/landscape-character-assessments>
- Landscape Sensitivity Study:
<http://www.broads-authority.gov.uk/news-and-publications/publications-and-reports/planning-publications-and-reports/landscape-sensitivity-studies>

Monitoring Indicators

- Renewable energy development type and scale

18. Landscape Character

Policy PUBSP xxx landscape Character

Development proposals will ensure that the location or intensity of the use or activity is appropriate to the character and appearance of the Broads and pay particular attention to the defining and distinctive qualities of the varied positive landscape characteristics areas and the character, appearance and integrity of the historic and cultural environment.

Reasoned Justification

Despite its local distinctiveness there is a marked difference, for example, between the enclosed, intimate character of some parts of the Upper Thurne and the wide open spaces of Halvergate Marshes. Therefore, while the need to protect the landscape is agreed as a priority and supported by national and regional and local policy and the Broads Plan, there may be areas that are better able to accommodate change than others. The Authority has undertaken a Landscape Character Assessment that identifies the key landscape characteristics of different areas. Character assessment includes the identification of particular cultural features and environments within the landscape that gives it its character.

While the Broads landscape as a whole is protected for its natural beauty and national significance, there are areas that have suffered from inappropriate development or neglect and where landscape changes would be beneficial. The aim will be to work with landowners and infrastructure providers to mitigate adverse impacts caused when the area was not a protected landscape.

While protection is recognised as important, the needs of a 'living landscape', which will involve permitting development necessary to support local communities and the economy, are recognised, subject to criteria that protect and enhance the essential qualities of the landscape, since it is that landscape which provides the basis of their livelihoods.

Policy PUBDM16: Development and Landscape

Development proposals which conserve and enhance the key landscape characteristics of the Broads and comply with other relevant policies, in particular, Policy PUBDM40 (design) will be permitted.

It should be clearly demonstrated that development proposals are informed by:

- i) the Broads Landscape Character Assessment (2012 and 2016 supplement); and
- ii) appropriate site based investigations

The design, layout and scale of proposals should both conserve and enhance those landscape features which are worthy of retention and which contribute positively to landscape character including topography, vegetation, natural and other historically typical drainage systems and existing trees which typify the traditional characteristics of the area and safeguard the positive experiential and visual amenity qualities of the landscape.

The restoration of landscapes where either natural or cultural heritage features of importance have been lost or degraded will be sought.

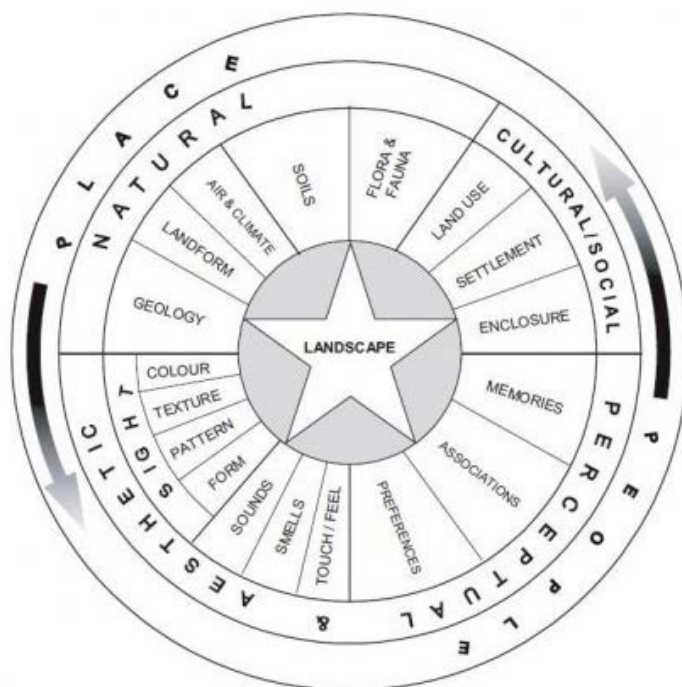
Development proposals that would have an unacceptable adverse impact on either the character of the immediate or the wider landscape or the special qualities of the Broads will not be permitted.

In exceptional circumstances, where the landscape, biodiversity, navigation, social or economic benefits of a proposal are considered to outweigh the loss of a feature, or the impact on landscape character or existing habitat, the development may be permitted subject to adequate compensatory measures being implemented. However, wherever possible the design and layout of the development should be configured to make provision for the retention, enhancement or restoration of these features.

Reasoned Justification

Landscape means an area as perceived by people, whose character is the result of the action and interaction of natural and/or human factors (definition from the European Landscape Convention).

The Broads is a landscape greatly modified by people over time and is of international historic and cultural significance. The quality and uniqueness of the landscape, both visually and historically, are central to the attractiveness, distinctiveness and diversity of the Broads. It has high economic and cultural value and is a major draw for visitors to the area. Accordingly, having been awarded status equivalent to a national park, the highest status of protection has been conferred upon the landscape and natural beauty of the Broads. While acknowledging this duty to protect the special landscape quality of the Broads, the Authority recognises the need for a 'living landscape', with development necessary to support local communities and the economy being permitted, subject to criteria to protect and enhance the essential qualities of the landscape.



Despite its distinctiveness, the landscape of the Broads is not homogeneous and there are areas better able to accommodate change than others. The Authority has undertaken a Landscape Character Assessment which identifies 31 distinctive local character areas. The key characteristics which combine to give a particular area its unique sense of place can be found, incorporating information on topography, land cover and important landscape features.

A graphic showing what landscape character means.

Where appropriate, development proposals will be expected to be accompanied by a landscape statement that assesses the impact of the proposal on the landscape and details the measures that will be implemented to mitigate any adverse impact. To ensure development proposals do not have a detrimental effect on the distinctive character, condition, features and sensitivities which include amenity and experiential qualities, of the landscape, the Landscape Character Assessment should be considered by applicants and will be used by the Authority to assess the impact of development proposals and the suitability of any proposed mitigation measures. There could be occasions when the Landscape Character Assessments of our constituent districts could be of importance to a particular scheme or proposal.

The Broads BAP and County species and habitat action plans will also be used when assessing the appropriateness of landscaping schemes, together with the potential for enhancements to Broads' biodiversity habitats as listed in the Broads BAP, such as for wet and dry woodlands, hedgerows and associated species.

The Broads is principally an open and low-lying environment. However, there are areas where trees and other natural features form essential features of the Broads landscape, providing vital habitats for a range of species as well as having potential historic/cultural significance in demonstrating traditional land management. Where a development would involve works that could affect any tree or landscape feature, detailed site plans showing the species, spread, roots and position of these features must be submitted alongside the proposal. This plan should be accompanied by an arboriculture assessment carried out in accordance with the relevant British Standard that explains which features, if any, will be removed or cut back, and how any of these features will be protected during the course of the development. Details of replacement trees or hedges, including measures for maintenance and aftercare should also be included.

Evidence used to inform this section

- Landscape Character Assessment: <http://www.broads-authority.gov.uk/news-and-publications/publications-and-reports/planning-publications-and-reports/landscape-character-assessments>
- Landscape Sensitivity Study: <http://www.broads-authority.gov.uk/news-and-publications/publications-and-reports/planning-publications-and-reports/landscape-sensitivity-studies>

Monitoring Indicators

- Applications permitted contrary to Landscape Architect advice.

Policy PUBDM17: Land Raising

Schemes that propose to raise land are required to justify this approach as well as explaining what other options to address the issue that land raising seeks to resolve have been discounted and why.

Proposals that involve land raising will not be permitted if they have adverse effects which cannot be satisfactorily mitigated on:

- a) flood risk on site and elsewhere;
- b) visual appearance and landscape character;
- c) existing habitats and mature trees; or

- d) archaeology and the setting and significance of any heritage asset.

The application needs to demonstrate how the difference in height between adjacent plots/land holdings will be satisfactorily designed.

Reasoned Justification

Land or buildings are often raised above the existing ground level, usually to reduce the risk of the site flooding (although results are not guaranteed). Dredgings or material imported or won on site (for example resulting from a new mooring basin) may be disposed on a site and the land raised. Such land management to maintain land levels is a historic practice in the Broads. However the impact of land-raising can have negative impacts:

- (i) It can serve to divert flood water onto neighbouring land, particularly in areas primarily affected by fluvial flooding.
- (ii) Land in the Broads area is often wet and of poor load bearing capacity. Surcharging of land with soil or other material may lead to the site sinking over a period of time.
- (iii) On sites that are in close proximity to each other, it affects the relationship of the site to surrounding plots and to access roads. On waterside sites the relationship to the river or broad is changed, often leading to the need for higher piling and quay heading, potentially affecting the visual amenity of views from the water.
- (iv) It can be damaging to ecology, geomorphology, trees and other vegetation on the site.
- (v) It can change the character of the landscape. Land-raising can increase the height and prominence of new buildings.
- (vi) It can affect the ability to provide alternative flood storage capacity in the drainage compartment.
- (vii) Material being placed on top of other material can impact interrogation to understand archaeology and past human interaction with the environment.

That being said, subject to the factors that must not be adversely affected, some land raising may be necessary for habitat creation/restoration purposes.

Where land-raising could be part of a scheme, applicants are required to explain what issue it seeks to resolve, which other options have been considered and the reasons for their being discounted, and to justifying the raising of land.

The disposal of excavated material policy is of relevance.

Evidence used to inform this section

- Landscape Architect experience when assessing planning applications.

Monitoring Indicators

- Applications permitted contrary to Landscape Architect advice.
- Applications permitted contrary to Tree Officer advice.

Policy PUBDM18: Excavated material

All proposals are required to ensure excavated material arising as a result of a scheme is disposed of

according to the following hierarchy. Justification for the approach adopted is required.

- i) Firstly, schemes are required to reduce to a minimum the volume of material that needs to be disposed of then;
- ii) Left over material is then required to be put to a productive use with the preference being used on site. Off-site productive use could be acceptable then;
- iii) Any remaining material is required to be disposed of in a considerate and acceptable manner, subject to the Environment Agency's licencing requirements.

Reasoned Justification

Typically, as a result of most types of development, there is excavated material left over that needs to be disposed of. This could result from buildings and their foundations but in the Broads there are also scrapes (for nature conservation and wild fowling), wildfowling lakes, fishing lakes (for recreation), dykes (for drainage), mooring cuts or mooring basins (to moor boats).

These developments can lead to materials that need to be accommodated somewhere on site or taken off site. The disposal of spoil/material is often an oversight by developers. On occasion there are presumptions of how to dispose of this material that may not be acceptable for the area, or the material is left on site, which can result in the establishment of vegetation that is not the norm for the area.

The Authority will require information from the applicant relating to the volume of likely excavated material and the plan for disposal and other options that have been considered. If the material is to be kept on site, detailed plans are required.

This policy will ensure that disposal is considered early in the scheme design process and could be incorporated positively (beneficial re-use). It could result in improved disposal of material with landscape character and habitat benefits. See waste hierarchy at policy POSP3.

When disposing of material, the Environment Agency⁵⁶ needs to be contacted, as a licence may be required.

Of importance to disposal of material is the section on peat, the section on archaeology and the guides referred to earlier in this section. The land-raising policy is of relevance.

Evidence used to inform this section

- Officer knowledge and experience.

Monitoring Indicators

- Planning applications in accordance with the disposal hierarchy.

Policy PUBDM19: Utilities Infrastructure Development

Proposals for the erection of utilities infrastructure and associated development will only be permitted where:

⁵⁶ Go here for more information: <https://www.gov.uk/topic/environmental-management/waste>

- a) The proposal has an essential role in the provision of a regional and national network;
- b) There is no opportunity for undergrounding or no suitable alternative locations outside the Broads protected landscape;
- c) There is no unacceptable impact on the character of the locality, the wider landscape and the amenity of neighbours;
- d) Full consideration has been given to the opportunities for sharing a site, mast, pole or facility with existing utilities infrastructure already in the area and the least environmentally intrusive option has been selected;
- e) It is of a scale and design appropriate to the Broads
- f) The proposal is in conformity with the latest national guidelines on radiation protection; and
- g) It would not adversely affect protected species or habitats.

The operator will also be required to remove any utilities equipment when it is redundant.

Reasoned Justification

The Authority understands the importance of utilities infrastructure for local communities and the economy, including rural broadband coverage. However, by its nature, utilities infrastructure and its associated equipment has the potential to have a significant impact on the landscape, built environment and wildlife of the Broads. In particular, the open and low-lying character of the area increases the likelihood of installations forming visually prominent features that detract from the special character of the Broads.

For the purposes of this policy, utilities infrastructure could include telecommunications, electricity, gas and water.

Planning applications for utilities infrastructure development must be accompanied by supplementary information on the area of search, details of any consultation undertaken, details of the proposed structure and measures to minimise its visual impact, photomontages, and technical justification for the proposed development, as appropriate. Measures to reduce the visual impact of a proposal will be secured by planning condition where necessary. To avoid the proliferation and visual impact of new utility installations, preference will be to accommodate new installations on existing masts and/or within existing utility apparatus sites where this represents the least environmentally intrusive option. Applicants who choose not to mast or site share where there is an opportunity to do so should submit a statement setting out the extent of the area of search and fully justifying their reasons for discounting this option.

The Authority will require all telecommunications operators to demonstrate that their proposed installation would be in conformity with the latest national guidelines on radiation protection. To this end, the submission of information to certify compliance with the International Commission of Non-Ionizing Radiation Protection (ICNIRP⁵⁷) standards will be sufficient to demonstrate that a proposed development would not have an unacceptable impact on people's health. Because of the rapid pace of change in technology, permissions could be temporary so that utilities infrastructure is required to be removed when no longer necessary to meet the requirements of the operator.

⁵⁷ <http://www.icnirp.org/>

The setting of the Broads will be an important consideration for our constituent districts when they determine planning applications for utilities infrastructure. The Authority will refer to the Landscape Sensitivity Study in the first instance. While this study considered solar farms and wind turbines, some utilities structures are similar in scale and bulk.

Evidence used to inform this section

- Policy rolled forward from Development Management DPD and amended in line with officer knowledge and experience.

Monitoring Indicators

- Planning Applications permitted in accordance with this policy.

Policy PUBDM20: Protection and enhancement of settlement fringe landscape character

Proposals for development lying within settlement fringe areas shall be informed by and be sensitive to the distinctive characteristics and special qualities of the Broads landscape, and should contribute to the active conservation, enhancement and restoration of these landscapes.

Development shall be permitted where it can be demonstrated that its location, scale and design (with particular regard to materials, and colour) will protect, conserve and where possible enhance:

- i) The special qualities, local distinctiveness and the natural beauty of the Broads (including its historical, biodiversity and cultural character);
- ii) The visual and historical relationship between settlements and their landscape settings;
- iii) The pattern of distinctive landscape elements such as dyke networks, woodland, trees (especially hedgerow trees), and field boundaries along with their function as ecological corridors; and
- iv) Visually sensitive skylines, significant views towards key landscape features such as drainage mills and/or important vistas.

It shall also be demonstrated that the development will not, as a result of cumulative and/or sequential landscape and visual effects of development detract, from the natural beauty of the Broads and the experience of tranquillity.

Reasoned Justification

There are many areas in the Broads where traditional landscape features and elements are being eroded as a result of unauthorised and/or unsympathetic development and this policy seeks to address this.

Settlement fringe is a landscape type that represents those areas of land found repeatedly throughout the Broads, where settlement and semi natural/natural environment converge. Invariably around any settlement there are pressures for use other than for traditional agriculture. Many of these pressures are generated as a direct result of recreational and leisure activities. Developments can be varied and include garden extensions with their associated fencing and features; allotments; poultry keeping, horse keeping, sports pitches, pond construction (fishing and wildfowling) and storage of scrap items etc.

The distinctive landscape characteristics of this landscape type are that:

- a) the basic underlying landscape characteristics are the same as the prevailing landscape type within the character area, i.e. estuarine marshland/ heathland, etc.;
- b) the basic landscape characteristics associated with the existing natural/ semi natural environment have been compromised;
- c) they are always located in close proximity to existing settlement;
- d) the landscape has been modified in some way to accommodate the intended use;
- e) features may have to be added that look out of character with the semi natural environment of the Broads; and
- f) the activities have the potential to impact on the soils, vegetation, water quality and tranquillity of an area.

Additionally the proximity of a settlement can influence the presence and extent of strategic infrastructure, such as the poles and cables for telecoms and electricity supply.

The land that is subject to these types of development pressure will generally have the basic underlying characteristics of the prevailing landscape type within the locality, but invariably if used for such activities can become heavily modified through the annexation, subdivision, change of use, or introduction of ancillary buildings and structures that meet the needs of the activity.

The changes on the areas of land that are subject to these activities can both individually (depending on their scale and nature) and cumulatively (if it is following a trend in an area) have an effect on the landscape character of an area through changes to the traditional land use and land cover. The landscape character of an area is determined by distinct and recognisable patterns of both elements, or by characteristics (both physical, e.g. topography, soils water quality vegetation, etc., and perceptual, e.g. visual, sound, time depth, tranquillity, etc.) that make one landscape different from another, rather than better or worse.

Many activities will require the submission of a planning application. As part of that process, consideration as to their likely impacts on the landscape character of an area will be one of the many aspects the planning authority will need to consider.

Each of the activities (see below for examples) has the potential to affect landscape in different ways. They may cause direct impacts on both the landscape (soils, water, vegetation, etc.) and the perceptual qualities of an area, including views. They may have the effect of urbanising the semi natural/natural environment. Whilst not all constitute 'development', the following are examples of landscape issues that may have an adverse impact on the local landscape character.

Excavations for ponds for wildfowling/fishing, etc.:

- the shape, depth and profile of the excavations can look unnatural;
- pond edges not designed to support marginal plant species;
- material dug out is not disposed of in an appropriate manner;
- peat (which is a valuable landscape resource) is excavated;
- ancillary structures introduced to support the activity look out of character
- inappropriate planting

Garden extensions

- inappropriate ornamental planting introduced into a semi natural/natural environment
- layout, the materials used and manicured appearance can look out of character
- garden buildings, fencing and features can look out of character
- loss of natural/semi natural habitat

Horse keeping

- loss of natural/ semi natural habitat from changing in relation to grazing management and construction of ménages
- introduction of fencing can look out of character
- water quality – storage of bedding materials
- buildings for storage of feedstuffs and equipment
- stabling blocks
- lighting

Forces for change include:

- An increase in housing development and therefore recreational / leisure time pressures within areas adjacent to the Broads
- An increase in horse ownership
- Land values which may dictate the economic viability of land use.
- Increasing popularity for coarse fishing

Please note that there are some site specific policies that relate to areas on the fringe of settlements. Some policies such as the Acle policies refer to infrastructure requirements like cemeteries and playing fields which could lead to a more ordered landscape than the current agricultural land use, but these are important infrastructure which benefit the community. The policies themselves refer to the importance of landscaping any such schemes. Other policies allow some modest development in some settlement fringe areas, but again the policies tend to state that a semi-natural appearance of the area will be retained or that the defined area will be kept generally free of buildings and above ground structures or that the semi-natural quality of the area retained.

Evidence used to inform this section

- Officer knowledge and experience.

Monitoring Indicators

- Applications permitted contrary to Landscape Architect advice.

19. Amenity

Policy PUBDM21: Amenity

All new development, including alterations and extensions to existing buildings, will be expected to provide the occupiers/users with a satisfactory level of amenity. Development will not be permitted if it would have an unacceptable impact on the amenity of existing or potential neighbouring properties or uses.

When assessing the impact of the occupation, operation and construction of a development on amenity, consideration will be given to:

- a) Overlooking of windows of habitable rooms and private amenity space;
- b) Overshadowing of private amenity space;
- c) Loss of daylight and/or sunlight to existing windows of habitable rooms;
- d) Overbearing impact/visual dominance;
- e) Light pollution;
- f) Airborne pollutants;
- g) Odours;
- h) Noise pollution and disturbance;
- i) Vibration;
- j) Insects and vermin; and
- k) Provision of a satisfactory and usable external amenity space to residential properties in keeping with the character of immediate surrounding development.

Where existing amenity is poor, improvements will be sought in connection with any development.

Reasoned Justification

Protecting the amenity of both the future occupiers of new development and the occupiers of existing developments is vital for the sustainability of communities in the Broads. The NPPF says, at Paragraph 17 '*...always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings*'.

Amenity can include many factors such as traffic, smell, loss of privacy, outlook, noise and overlooking. Policy PUBDM21 lists the general issues that should be taken into account by applicants advancing specific development proposals for planning approval and by the Broads Authority in its role as Local Planning Authority, determining planning applications in consultation with local communities and stakeholders.

This policy applies to situations where new development would affect the amenity of an existing land use as well as where a new development may lead to complaints about an existing land use that are not currently an issue because there are not any neighbours.

Proximity to waste management and mineral sites can lead to amenity issues. As such the Authority will liaise with Norfolk and Suffolk County Councils for sites that are near to mineral and waste sites in line with Policy CS16 of the Norfolk County Council Minerals and Waste Core Strategy, policy WDM1 of the Suffolk County Council Waste Core Strategy and Policy 5 of the Suffolk Minerals Core Strategy.

Evidence used to inform this section

- No specific evidence. Amenity is an important consideration and officer experience has informed the proposed policy.

Monitoring Indicators

- Applications refused on amenity grounds.

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20. Light Pollution

Policy PUBDM22: Light pollution and dark skies

See map at [Appendix C: Light Pollution and Dark Skies – map of zones.](#)

The tranquillity and dark sky experience of the Broads will be maintained and improved.

Development proposals are required to address light spillage and eliminate all unnecessary forms of artificial outdoor lighting by ensuring that:

- a) There is no permanent external lighting within Dark Sky Zone category 1;
- b) External lighting within the Dark Sky Zone category 2 is strictly controlled; and
- c) Good lighting management and design is applied throughout the Broads

Development proposals that involve external lighting, outside the Dark Sky Core Zones category 1, will only be permitted where it can be demonstrated that they are required for safety, security or community reasons and where the details minimise light spillage.

Building design that results in increased light spill from internal lighting needs to be avoided, unless suitable mitigation measures are implemented.

Applicants are required to demonstrate that they meet or exceed the Institute of Lighting Professionals guidance and other relevant standards or guidance for lighting within environmental zones⁵⁸.

Reasoned Justification

No or low levels of light pollution are an important aspect of tranquillity. Light pollution comes in many forms:

- **Sky glow** is a product of light being scattered by water droplets or particles in the air.
- **Light trespass** occurs when unwanted artificial light illuminates an area that would otherwise be dark.
- **Glare** is created by light that shines horizontally.
- **Over illumination** refers to the use of artificial light beyond what is required for a specific activity.

There is firm evidence of issues arising as a result of artificial lighting; wildlife and human health can be affected; and fundamentally, inefficient use of lighting wastes money and energy affecting businesses.

It is important to note that artificial lighting is not detrimental in all cases. Indeed the 'solution' to the issue is not necessarily turning off all lighting; artificial lighting does not necessarily produce light pollution. Light pollution is the term for artificial light that is excessive or intrudes where it is not wanted or expected. There are many sources of light pollution. For example some older street lights emit light pollution, as do security lights mounted at an angle above the horizontal. Well-designed lighting, on the other hand, sends light only where it is needed without scattering it elsewhere; "The right amount of light and only when and where needed" (Campaign for Dark Skies motto).

⁵⁸ For the purposes of the ILP lighting guidance (CIE 150:2003 Guide on the Limitation of the Effects of Obtrusive Light from Outdoor Lighting Installations <https://www.theilp.org.uk/documents/obtrusive-light/>) the Broads Authority is included within Environment Zone 1 as a reflection of its protected status and its intrinsically dark skies.

The NPPF Paragraph 125 says ‘by encouraging good design, planning policies and decisions should limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation’.

The Authority has assessed the Broads Authority Executive Area and results show that the majority of the Broads has good quality dark skies with the majority of readings being over 20 magnitudes per arc second⁵⁹. While the Authority’s survey effectively looked upwards, the CPRE⁶⁰ undertook a study that effectively looked down to the earth. Both datasets were assessed and compared and have informed the final zones as set out in the policies map. A report explaining the assessment between the two datasets has been produced.

The Authority therefore considers that the Broads is an intrinsically dark landscape which must be preserved.

When considering lighting as part of a scheme, applicants need to consider the following early on in the design of a scheme, with an assessment submitted with the planning application:

- Which zone are you located in?
- Do you need light in the first place, and if so why?
- What is the lighting task/area to be lit?
- Are you over lighting? What is the minimum lighting you require?
- If lighting is required, is it designed to not add to sky glow and not result in light trespass, and glare does not over illuminate? How?

It is important to note that lighting schemes on their own do not always need planning permission. If the Authority seeks and is awarded Dark Sky Status, work will be undertaken in key areas to reduce the impact of light pollution, in partnership with the local community.

Dark Sky Status

The International Dark Sky Places Program promotes preservation and protection of night skies across the globe. It is an award administered by the International Dark Skies Association (IDA). In dark sky places councils, landowners, businesses, individuals and communities work together to reduce light pollution. There are three types of places: Reserve (large areas), Park (small with large population) and Community (smallest). The Broads Authority is exploring the potential for applying to be a Dark Sky Place.

Evidence used to inform this section

Broads Authority Dark Skies Study 2016 and Dark Sky and Night Blight Data comparison 2016:

<http://www.broads-authority.gov.uk/planning/planning-policies/development/future-local-plan>

Monitoring Indicators

- Lighting schemes in accordance with zone the application is located in.

⁵⁹ To be considered a dark sky of sufficient quality by the International Dark Sky Association, values of 20 magnitudes per arc second must be achieved.

⁶⁰ Night Blight: <http://nightblight.cpre.org.uk/>

21. Transport

<<Most of Transport section being discussed with Norfolk County Council>>

Policy PUBDM25: Recreation Facilities Parking Areas

Proposals for slipways, boat launches and recreation routes are required to consider how users will access these facilities with access by public transport, walking and cycling being preferred where practicable.

If these recreation facilities are to be accessed by vehicles or bicycles, consideration needs to be given to where these vehicles, trailers and bicycles can be safely parked.

Limited provision for parking of cars (including trailers) and bicycles to enable usage of the facility will be supported if proposals adequately address the following:

- i) Recreation facility is readily accessible from the parking area;
- ii) The parking area is of an appropriate and commensurate size for the facility it serves;
- iii) High quality design of surface, landscaping and boundary treatments;
- iv) Safe access and visibility into and out of the parking area can be achieved;
- v) Avoiding harm to the sensitive designated habitats and priority species;
- vi) Avoiding harm to the local landscape; and
- vii) Address light pollution

Reasoned Justification

In line with sustainable tourism policies, facilities should be located where they can be accessed by walking, cycling or public transport.

In order to improve facilities that provide tourism and access benefits, there are some circumstances where provision of parking facilities is essential and in others desirable. For example, canoes and boats tend to be transported to slipways by a motor vehicle so the canoeist/boater requires somewhere to leave their vehicle and trailer. Equally, the provision of a new facility like a footpath (such as the Wherryman's Way) may result in increased car use by people wanting to get to the path, as bus services may not drop off near to the access point.

Proposals are required to consider how users will access the facility and consequently where modes of transport will be parked. When deciding on the location of a recreation facility, its accessibility by public transport, cycle and walking is a key consideration. If a car needs to be used, opportunities for utilising existing parking in the vicinity of the facility with the agreement of the landowner should be explored.

Parking areas will need to be designed in a way that is acceptable in the Broads. They also do not need to be immediately by the particular attraction. A short walk from the car park to the access point is acceptable. Parking areas will also need to meet the safety requirements of the Local Highways Authority. Of relevance are the policies on landscaping and design (see section 19 and policy PUBDM40 Design).

Of importance will be the policy on light pollution (policy PUBDM22) as the areas to which this policy may apply could generally be in more rural areas.

Please note that it is not intended that parking standards relating to development such as employment or residential land uses are addressed through this policy approach. This section relates more to the location and design of car parking related to slipways and footpaths. The parking design standards of Suffolk and Norfolk County Councils remain in place.

Evidence used to inform this section

- Officer knowledge and expertise.

Monitoring Indicators for transport section

- Parking areas provided as part of relevant applications/schemes.
- Schemes permitted contrary to Highways Authority advice.
- Schemes permitted contrary to Highways England advice.
- Changes to Acle Straight in accordance with policy.
- Changes to the PROW network.
- Launch facilities for small craft gained or lost.
- Travel Plans produced.

22. The Broads Economy

<<Economy Study and section being finalised>>

23. Sustainable Tourism

<<Tourism Section being updated>>

24. Navigation

Policy POSP10: Navigable Water Space

The water space will be managed in a strategic, integrated way and navigation and conservation interests will be maintained and enhanced.

Opportunities for the extension or creation of navigable/recreational water space will be promoted, subject to compliance with other policies in this plan.

Navigable water space will be protected and enhanced through:

- i) The careful design of flood alleviation/protection projects; and
- ii) Avoiding development and changes in land management which are detrimental to its use.

Adequate water depths and air drafts will be maintained for safe navigation, and the disposal of dredged and cut material will be carried out in ways that avoid unavoidable adverse impacts on the environment with appropriate mitigation measures implemented as required. Beneficial use of dredgings will be expected where practicable. Opportunities for the disposal of dredged materials to enable the management of the navigation will be sought and promoted. Control of sediment input from surrounding land, highways and river banks will be considered in development proposals.

Reasoned Justification

The waterways as a whole are a core resource of the Broads. Promotion of the recreational use of the Broads and the protection of navigation are two of the three statutory purposes of the Authority, and use of the water is one of the key attractions for Broads' visitors. This will be maintained and protected, and development that would have an adverse impact on the enjoyment of navigable water space will not be permitted.

There is considerable pressure in certain areas on the use of water space for navigation, recreation and nature conservation purposes. Its management requires an integrated approach, based on levels of use and importance, and suitability and potential for different uses. Improvements for people and wildlife can be achieved and the Authority will work with partner bodies and local communities, taking a valley-wide approach to develop integrated management.

Development proposals close to the navigation will be assessed against their impact on the use and enjoyment of the navigation, for example, avoiding a reduction in the wind required for sailing, and provision for lowering of masts.

Parts of the rivers and broads are subject to periodic dredging to keep the waterways open to navigation, not only for the Authority but also for owners of private water space who may require planning consent for disposal. Historically, the dredgings have been disposed of on land when ecological gain and agricultural benefits could be derived. Dredging is guided by local and national legislation.

Silt resulting from bank erosion is a recurring issue, with a number of causes. Once the causes have been addressed, action must be taken to restore and protect banks. The Authority provides advice to landowners on appropriate riverbank stabilisation⁶¹ methods, encouraging the use of natural or 'soft' engineering techniques wherever possible.

The principles for sediment management of 'Reduce/Reuse/Recycle' should be adopted by relevant bodies. Generic principles that should be adopted as a baseline approach are:

- Reduce – reducing specifications where appropriate or inputs, through varied source control options
- Reuse – direct reuse options include habitat creation, flood protection works, combined schemes
- Recycle – material can be used in wider construction schemes, but would usually require treatment/reclamation/remediation.
- Disposal – land fill should only be considered as a last resort, and in any event minimised as far as is possible.

Of relevance to this policy is policy PUBDM18 on Excavated Material and xxx on Land Raising.

Policy PUBDM28: Access to the Water

Developments that support and encourage the use of waterways, including the provision of supporting infrastructure for navigation, such as the construction of moorings, jetties and walkways and the provision of electric hook up points, will be permitted provided that they:

- a) Would not adversely impact navigation
- b) Would not result in hazardous boat movements;
- c) Would not compromise opportunities for access to, and along, the waterside, access to and use of staithes, or for waterway restoration;
- d) Are consistent with the objectives of protecting and conserving the Broads landscape and ecology, including the objectives of the Water Framework Directive; and
- e) Would not prejudice the current or future use of adjoining land or buildings.

Proposals incorporating staithes or slipways will be permitted where:

- f) The use of the slipway and any associated uses or facilities, including car parking, would not have an adverse effect on either the waterway or the adjacent riverside, including ecological, biodiversity or flood risk effects and significance and character of the historic environment; and
- g) Access and other highway requirements for cars and trailers would be adequately provided for (in line with transport policies).

Development proposals for new freight wharves and for the provision of freight interchange on brownfield sites adjacent to the navigation will be permitted where these are in accordance with the other policies of

⁶¹ <http://www.broads-authority.gov.uk/planning/Planning-permission/design-guides/river-bank-stabilisation>

the Local Plan.

Reasoned Justification

The Broads is one of the most extensive and varied inland waterway systems in the UK, offering 200km of boating on lock-free tidal rivers, approximately 1,974 hectares of water space and 63 permanently open water bodies. A key objective underlying the designation of the Broads is to protect the interests of navigation and to maintain the navigation area for the purposes of navigation to such standards as it requires. Closely aligned to this is the Authority's responsibility to enable people to enjoy the Broads. To this end, the Government has stated that it expects the Authority to continue to encourage a greater range of people to take up sailing, canoeing and fishing and other water related activities⁶².

Accordingly, development proposals that support and encourage the use of waterways will be permitted where they would not have a detrimental impact on public safety on land or water or an unacceptable impact on other people's enjoyment of the Broads. Proposals should also be consistent with the objectives of the Water Framework Directive and with protecting and conserving the Broads landscape and wildlife. In particular, if a proposal is considered likely to have an effect on internationally designated sites, it will need to be considered in accordance with the Conservation of Habitats and Species Regulations 2010 (The Habitats Directive) and a project level Appropriate Assessment undertaken. Development that could affect the integrity of a European site would not be in accordance with Policy PUBDM13 of the Local Plan.

The waterways of the Broads have the potential to provide a sustainable and efficient mode of transporting freight. However, it is important to ensure that the use of waterways for this purpose does not affect the special qualities of the Broads. Consequently, proposals for infrastructure to support the greater use of the waterways by freight will be permitted provided that they do not have an adverse impact on landscape character, biodiversity, tranquillity or other people's enjoyment of the Broads.

Policy PUBDM29: Riverbank stabilisation

Development proposals that include riverbank stabilisation will be permitted where the need can be fully justified and it can be demonstrated through the submission of the Riverbank Stabilisation Checklist⁶³ for Design that the proposal has been designed to take account of:

- a) The nature of the watercourse;
- b) The scale of tidal range;
- c) Safe navigation;
- d) The character of the location;
- e) Existing uses in the area;
- f) Future maintenance of the riverbank stabilisation method proposed;
- g) Biodiversity; and
- h) The requirements of the Water Framework Directive.

Soft engineering techniques shall be used as a first preference where appropriate.

Permission for the piling of banks will only be permitted where:

¹ English National Parks and the Broads: UK Government Vision and Circular (2010) – Defra

⁶³ <http://www.broads-authority.gov.uk/planning/Planning-permission/design-guides/river-bank-stabilisation>

- i) There is a proven need to prevent bank erosion by this method; or
- j) The site is within an established settlement where piling is part of the character of the area; or
- k) The proposal is for replacement piling for a site that has been piled in the recent past and where soft engineering techniques are unlikely to provide adequate protection; or
- l) The piling works are required for:
 - i) navigation purposes;
 - ii) compliance with the Water Framework Directive;
 - iii) the prevention of diffuse pollution to the water environment; or
 - iv) flood defence.

Mooring on banks that have been piled may not necessarily be permitted. Where mooring is permitted, the number of craft allowed and whether stern-on or single alongside only mooring, will be specified.

Reasoned Justification

By leading to an enhanced rate of soil loss from river banks, erosion can have a significant impact on the appearance and ecological value of the waterways in the Broads. Bank erosion can also add to the reduction of water quality and loss of open water, and release nutrients into the waterways of the Broads. Bank erosion is also expensive to repair and the sediment that enters watercourses increases the amount and frequency of dredging required to maintain adequate water depths for navigation. The careful design of new or replacement bank edging is therefore crucial for protecting the special landscape character and conservation value of Broads habitats and for maintaining the navigation area to the required standard.

The wide variation in depth, width, boating activity, tidal ranges and bank construction on different river sections in the Broads mean that no one riverbank stabilisation solution will be suitable for the whole area. The appropriate technique will also depend on the objective behind the bank protection. To help design proposals for riverbank stabilisation, the Authority has produced, consulted on and adopted guidance and design checklist⁵⁷. Accordingly, development proposals that include riverbank stabilisation need to be accompanied by a completed Riverbank stabilisation Checklist for Design that provides justification for the choice of bank protection solution in relation to the issues listed in the policy and guidance.

Some riverbanks in the Broads have been protected using timber or steel piling driven into the riverbed at the bank edge. However, this approach can damage riverbank habitats, adversely affect protected species, encourage boat mooring in inappropriate locations and create an urban feel in an otherwise rural area. In many parts of the Broads, particularly those with an open rural location, natural or less intrusive engineering techniques such as alder poles, faggots, willow spilling, biodegradable geotextiles and vegetation will represent a more visually and ecologically appropriate solution that should be used in preference to piling where technically feasible. Accordingly, the Authority will ensure that the piling of banks only takes place where there is a demonstrable need to prevent bank erosion by this means, where it is appropriate to the local character of the area or for the use of the frontage for mooring. If a proposal is considered in the context of this policy to potentially have an effect on an internationally designated site then it will need to be considered against the Habitats Regulations and a project level Appropriate Assessment undertaken.

A licence will be necessary for the design and timing of installation of work which affects areas that are publicly navigable. The Broads Authority is responsible for issuing the Works Licence. Full details can be found on the Authority's website⁶⁴.

Policy POSP11 Mooring Provision

The provision of a range of additional short term visitor moorings will be encouraged in order to ensure that visitor moorings are available in appropriate locations and where they are most needed and where they contribute to the management of a safe and attractive waterway. Existing short term visitor moorings will be protected.

Appropriate locations could mean settlements or attractions...

Reasoned Justification

The provision of a network of moorings throughout the Broads system is essential for local communities, businesses and visitors to the Broads. A lack of moorings can restrict the use and enjoyment of the water, impede the local economy and, by resulting in the concentration of visitors where mooring is most plentiful, have an adverse effect on tranquillity and the quiet enjoyment of the Broads. The Authority will therefore protect existing moorings and encourage the provision of new moorings across the system.

It is however important to ensure that mooring basins and marinas are only provided in appropriate locations. New moorings support the local economy by protecting the economic viability of marinas and boatyards, thereby protecting ancillary services and facilities which might otherwise be lost. Riverside mooring can constrict the navigable waterways and can lead to congestion and overcrowding on the rivers. New moorings will therefore only be permitted where they would not have a negative impact on navigation, for example in an off-river basin or within a boat yard. The quality of the waterways and surrounding landscape is vitally important to the wellbeing of the tourism industry and, by extension, the economy of the Broads. It is therefore essential that proposals for mooring basins or marinas do not impinge on the natural beauty, ecological value and local distinctiveness of the Broads or other people's enjoyment of it

Policy PUBDM30: Moorings, mooring basins and marinas.

In accordance with the Integrated Access Strategy new moorings will be permitted where they contribute to the network of facilities around the Broads system in terms of their location and quality.

Proposals for new moorings, mooring basins and marinas, including changes to existing provision will be permitted where it can be demonstrated through the submission of a mooring Pre-application Questionnaire⁶⁵ that the proposal has been designed to take account of:

- a) The nature of the watercourse;
- b) The scale of tidal range;
- c) The character of the location;
- d) Existing uses in the area;
- e) Future maintenance of the mooring method proposed;
- f) The effect on European and priority biodiversity habitats and species; and
- g) The requirements of the Water Framework Directive

⁶⁴ www.broads-authority.gov.uk/planning/Planning-permission/works-licences.

⁶⁵ http://www.broads-authority.gov.uk/_data/assets/pdf_file/0010/703882/Mooring-design-Pre-application-questionnaire.pdf

Other important considerations include:

- h) They would be located where they or their use would not have a negative impact on navigation (for example in an off-river basin or within a boat yard);
- i) There is provision for an adequate and appropriate range of services and ancillary facilities, or adequate access to local facilities in the vicinity;
- j) The proposed development would not prejudice the current or future use of adjoining land or buildings; and
- k) The proposed development would not adversely affect the amenity of adjoining residents.

In addition, proposals for development at or within commercial mooring basins or marinas should:

- l) Not result in the loss of moorings available for visitor/short stay use;
- m) Not have an adverse effect on European habitats or species and meet the requirements of the Water Framework Directive;
- n) Provide and maintain new short stay moorings (visitor, tidal, or de-masting as appropriate) at not less than 10% of total new moorings provided with a minimum provision of two berths provided at nil cost to the Broads Authority. These moorings shall be provided on-site but in exceptional circumstances the Authority may consider off-site contributions to any type of mooring;
- o) Make adequate provision for car parking, waste and sewage disposal and the prevention of pollution⁶⁶;
- p) Provide for the installation of pump-out facilities (where on mains sewer) unless there are adequate alternative facilities in the vicinity; and
- q) Provide an appropriate range of services and ancillary features, unless there is access to local facilities within walking distance.

The Authority supports the provision of electric hook up points where appropriate, subject to the impacts associated with their construction and operation not being unacceptable (for example illumination and location of electricity supply).

Reasoned Justification

This policy applies to private and public moorings. In the Broads, mooring types⁶⁷ traditionally fall under the following general categories:

- **Private Moorings:** A mooring that comprises the usual base for a vessel from which it might or might not go cruising. This type of mooring will often be allocated to or occupied by a single, identifiable vessel. There is no 'residential use'. A charge is usually made for the use of a private mooring unless it forms part of a private dwelling/ leisure plot.
- **Visitor/Short Stay Moorings:** A mooring that is specifically designated to enable boats to stop-off or stay for short periods while cruising, usually for a maximum, specified period. This type of mooring is usually occupied by different visiting vessels in succession (not necessarily continuously). A charge may or may not be made for the use of visitor/short stay mooring.
- **Casual/Informal Moorings:** A mooring where boats moor on a casual basis, anywhere along a river bank, for a short period of time. These do not generally require the benefit of planning permission.

⁶⁶ Refer to <http://planningguidance.communities.gov.uk/blog/guidance/water-supply-wastewater-and-water-quality/water-supply-wastewater-and-water-quality-considerations-for-planning-applications/> for information on pollution prevention measures

⁶⁷ Note: Residential Moorings are addressed separately under Policy POPUB35.

- **Commercial Moorings:** A mooring (usually in a mooring basin or marina) used by a commercial operator on a commercial basis, where boats may be moored for long or short periods between cruising. The vessels may or may not be in the ownership of the commercial operator.
- **Tidal (layby) moorings:** Used to moor a vessel while waiting for the correct state of tide to proceed with the journey. These could be near to bridges for example. They do not have to have access to the land.
- **De-masting moorings:** Used to moor a vessel in order to lower the mast to enable the vessel to continue with the journey. Likely to be near bridges where the air draught (height between water and bridge) means the mast must be lowered. Again, these do not have to access land.

The analysis undertaken as part of the Integrated Access Strategy highlighted that the demand for visitor moorings exceeds supply. However, due to the conversion of boatyards to alternative uses and engineering works associated with flood defence works, the quantity of available visitor moorings across the Broads has been in decline for a number of years. Consequently, to encourage the use and enjoyment of the waterways and to support the valuable contribution made by tourism to the local economy, the Authority will ensure that development proposals for commercial basins and marinas do not result in the further loss of moorings available for visitor use. Proposals for new commercial basins and marinas will also be expected to make an appropriate provision for new visitor moorings.

With regards to the requirement for 10% or two short stay mooring berths (whichever is greater), the preference is to deliver these short stay moorings on site. 'On site' does not have to be part of the development site; it could be elsewhere in an appropriately accessible and suitable part of the marina or boatyard. Indeed the applicant may wish to provide these moorings in a location which is easily accessible by potential novice helms who have only recently hired boats to minimise the potential for accidental damage. It is expected that these moorings will be appropriately advertised, perhaps on websites or signed on the river (in accordance with policy PUBDM46).

In exceptional circumstances the Authority may accept off-site contributions towards mooring provision. The contribution would be calculated to reflect the cost of delivering the moorings on site. That is to say that the contribution of 10% or two mooring berths would be equal to the cost of delivering the same amount of moorings as part of that scheme. This reflects that it would cost the Broads Authority this amount to deliver an equivalent provision in the same location.

Furthermore, to aid in the delivery of the 10%/two mooring berths requirement, the Authority is willing to consider seasonal usage of moorings. A boatyard or marina may have moorings that they only need to use in Winter but could allow to be used for short stay moorings as per the policy requirements in the peak season (April to October). If this is the case, the Authority would expect a provision of three part-time moorings or two full-time moorings.

Operators may wish to charge a fee for use of these moorings, but this must be commensurate with the average of mooring charges in the local area.

With regards to where the moorings would be delivered, paid for by the off-site contributions, the Integrated Access Strategy would be the starting point but there could be other opportunities to deliver moorings that come about outside this strategy.

The quality of the waterways and surrounding landscape is vitally important to the wellbeing of the tourism industry and, by extension, the economy of the Broads. It is therefore essential that proposals for mooring basins or marinas do not impinge on the natural beauty, ecological value and local distinctiveness of the Broads or other people's enjoyment of it. If a proposal is considered in the context of this policy to potentially have an effect on an internationally designated site then it will need to be considered against the Habitats Regulations and a project level Appropriate Assessment undertaken.

The Authority has produced, consulted on and adopted a Moorings Design Guide, which sets out considerations for different types of moorings.

There are other policies of particular importance to proposals for new or reconfiguring moorings:

- The Safety by the Water policy sets out what the Authority requires in relation to egress from the water and life rings, etc.
- The Boat Wash Down policy is of importance in relation to biosecurity and antifouling paint.
- Peat and Archaeology policies.

Evidence used to inform this section

- Policies generally rolled forward from the Development Management DPD. Amendments as a result of officer experience.
- Integrated Access Strategy: <http://www.broads-authority.gov.uk/news-and-publications/publications-and-reports/conservation-publications-and-reports/water-conservation-reports/49.-Integrated-Access-Strategy.pdf>
- Moorings Design Guide: <http://www.broads-authority.gov.uk/planning/Planning-permission/design-guides/mooring-design-guide>
- Riverbank Stabilisation Design Guide: <http://www.broads-authority.gov.uk/planning/Planning-permission/design-guides/river-bank-stabilisation>

Monitoring Indicators

- 2/10% moorings delivered on site/off site contributions.
- Moorings provided – type and in line with guide.
- Riverbank stabilisation provided – type and in line with guide.
- Provision for launching of small vessels.
- Schemes permitted deemed to have significant impact on navigation

25. Housing

<<Housing section being updated>>

26. Design

<<Section being reviewed>>

27. Sport and Recreation Venues/Buildings

Policy POSP13: New Community Facilities

New community facilities will be supported where there is a proven need identified and location within the Broads is fully justified.

Community facilities such as shops, post offices, libraries, public houses and primary schools provide essential services that contribute to the sustainability of communities. The policy supports new community facilities provided there can be an operational and locational justification. The quality of the natural environment is an important resource which is also vitally important to the wellbeing of the tourism industry and, by extension, the economy of the Broads. It is therefore essential that proposals for new community facilities do not impinge on the natural beauty, ecological value and local distinctiveness of the Broads or other people's enjoyment of it. It should be borne in mind that the Authority boundary is drawn tightly around the settlements and much of the built development within a village, and the land potentially available for development is outside the Authority boundary. In order to achieve the provision of facilities that is beyond the Authority area but that would benefit whole communities, it would be necessary to work in close co-operation with the adjoining Districts.

Policy PUBDM41: Visitor and Community Facilities and Services

Applications for the change of use or redevelopment of an existing community, visitor or recreational facility or service that meets a local need or contributes to the network of facilities through the Broads will only be permitted where:

- a) There is an equivalent facility available or one is made available prior to the commencement of redevelopment, to serve the same need in an equally accessible and convenient location; or
- b) It can be demonstrated through a viability assessment that the current use is economically unviable.

Development of new buildings, the extension of existing buildings or the use of land to meet a need for local community uses and facilities will be permitted provided that:

- c) An assessment can demonstrate a need for the facility and that it will support the social viability of a community;
- d) Locating the facility within the Broads can be justified;
- e) It would not adversely affect protected species or habitat, nor have an unacceptable impact on landscape character or the historic environment; and
- f) The facility is in a sustainable location, accessible by a choice of transport modes.

In addition to the above, new village halls or community centres will be permitted provided that:

- g) It is designed in a way so as to keep running and maintenance costs (including appropriate water and energy efficiency measures) to a minimum; and
- h) A long term funding (minimum 10 years), maintenance and management plan is produced to identify how the facility will generate sufficient income to ensure self-financing to assure the Broads Authority of the proposed facility's financial sustainability. This could include an appropriate permanent usage for part of the facility (e.g. health or social care).

Facilities which are educational in nature or relate to the promotion of the conservation of the Broads environment will be supported.

Reasoned Justification

The economy of the Broads is underpinned by tourism. Policy PUBDM41 seeks to support, widen and strengthen this tourism base by encouraging a network of tourism and recreational facilities, protecting against the loss of existing services and supporting the diversification of tourism where economically and environmentally sustainable. Development proposals that would result in the loss of existing visitor facilities will therefore be expected to robustly demonstrate that the business is no longer economically viable through the submission of relevant financial information.

The loss of such facilities would result in people having to travel further to meet their everyday needs, which can have a particularly adverse impact on those who do not have the ability to travel easily, such as the elderly. Serving both residents and visitors, they can contribute significantly to the quality of experience. Furthermore, many of the employment generating businesses within the Broads serve the visitor as well as the resident market, for example shops and pubs, and their loss can have a wider than local impact. In order to maintain a level of local servicing, the Authority will therefore seek to protect existing community facilities and services and will only approve proposals which would lead to their loss where it can be robustly demonstrated that the facility is no longer suitable or viable for its community use. Only then will alternative uses be permitted, again subject to demonstrating that the existing uses would be unviable. Applications should be accompanied by a statement completed by an independent chartered surveyor which demonstrates that current uses are not viable. This statement should provide an assessment of the current and likely future market demand for the site or property, attempts to market it during the previous 12 months and its value. The level of detail and type of evidence and analysis presented should be proportionate to the scale and nature of the site and/or property in question. The Authority will need to verify the content of such a report and may need to employ external expertise to do so (the applicant will need to meet the cost of this). Of Particular relevance is policy POXNS6 relating to pubs in the Broads.

The policy therefore requires proposals for new facilities that are likely to attract large numbers of people to be located where they are accessible by a choice of means of transport. Applicants are required to justify the sustainability of the location for the proposed development. Development proposals will also be expected to be accompanied by a needs assessment that demonstrates the demand for the proposed facility and why an alternative site outside the Broads could not accommodate the development.

The ongoing maintenance and management that ensures the longevity of community centres or village halls is an important early consideration. The primary purpose of these buildings is to provide a community meeting space. However there should be the scope to accommodate appropriate ancillary uses, some of

which may be permanent. Some examples of acceptable permanent uses include a café, outreach health and social care or a community enterprise. Applicants are required to provide information that explains how the village hall or centre will be used and how its longevity can be assured.

To aid in the interpretation of this policy, the Authority considers these to be examples of the facilities referred to:

- Community facility – for example post office, cemeteries (see policy POACL1), pubs (see policy POXNS6), libraries, village halls, shops, sports facilities (also see policies PODIT2 and POFLE1).
- Visitor facility – car parks, visitor moorings, bike stands, slipways.

Please note that proposals relating to play areas, sports fields, open space and allotments are addressed in policy PUBDM6.

In terms of the location of any development, the Authority acknowledges that this will vary depending on the facility being replaced and the location, but accessibility by a variety of modes of transport will be an important factor.

If a proposal is considered to potentially have an effect on an internationally designated site then it will need to be considered against the Habitats Regulations and a project level Appropriate Assessment undertaken.

Ancillary provision to these facilities (such as parking and litter bin provision) will also be an important consideration.

Localism act and community rights

The Localism Act (2011) aims to facilitate the devolution of decision-making powers from central government control to individuals and communities. Of particular relevance to this policy is the Community Right to Bid, where community groups have the opportunity to nominate land or buildings (assets) in their area which they think are of 'community value' to be included on a list held by the Council.

Adding an Asset of Community Value on to the list triggers a stand still period to allow community groups to plan and assemble funds which would allow them to bid for the asset should it be placed on the market for sale by their owners; assets can be owned by a council or have private owners.

Assets of Community Value can include buildings or land which promotes the social interests or wellbeing of the area (e.g. cultural, recreational, shopping or sporting) or which have had such a use in the recent past, for example libraries, community centres, pubs and shops. The power to list an asset does not mean the owner must sell to the community group.

Please note that the Broads Authority does not hold or maintain a list as it is a function that our constituent districts undertake. Please contact them directly for further information or to find out how to nominate an asset. More information is provided at:

<http://mycommunity.org.uk/>

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/5959/1896534.pdf

Evidence used to inform this section

- Policies are rolled forward from the Development Management DPD.
- Officer experience has informed amendments.

Monitoring Indicators

- Visitor and community services and facilities delivered in accordance with this policy.

DRAFT

28. Health and Wellbeing

Policy PUBDM42: Designing Places for Healthy Lives

Development proposals that support healthy choices, healthy behaviours and reduce health inequalities will be supported.

All new housing, commercial and recreational development will be expected to demonstrate that appropriate steps have been taken through design, construction and implementation to avoid or mitigate potential negative effects on the health of the population.

New or replacement homes and non-residential development are required to explain how their development facilitates enhanced health and well-being through the provision of conditions supportive of good physical and mental health.

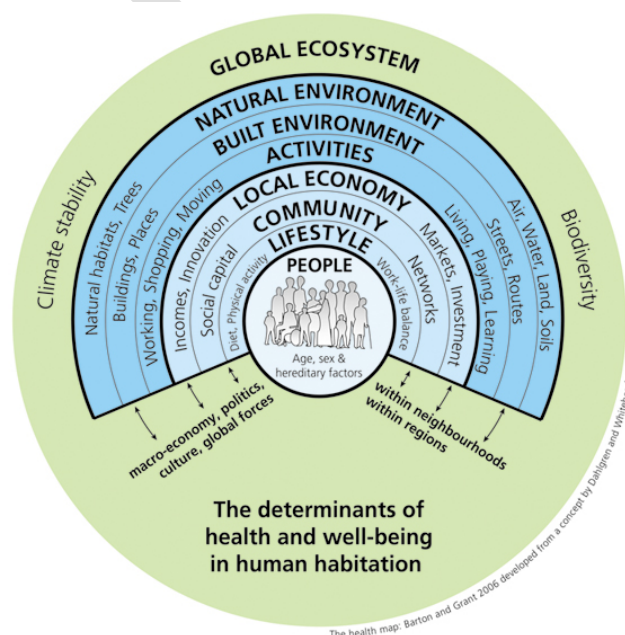
Reasoned Justification

The link between planning and health has been long established. The built and natural environments are major determinants of health and wellbeing. The Health Map shows how individual determinants, including a person's age, sex and hereditary factors, are nested within the wider determinants of health such as lifestyle factors, social and community influences, living and working conditions and general socio-economic cultural and environmental conditions.

The Government is clear about the role of health and wellbeing in planning, stating that '*local planning authorities should ensure that health and wellbeing, and health infrastructure are considered in local and neighbourhood plans and in planning decision making*' (NPPG).

There are six themes which planning applications for new or replacement homes are expected to address to provide '*conditions supportive of good physical and mental health*'. Developments are required to produce a statement saying how their proposal addresses these themes:

- i. Partnership and inclusion, including engagement and integration.
- ii. Vibrant neighbourhoods, including access to social infrastructure, access to local food shops and the public realm.
- iii. Active lifestyles, including access to green space and active travel.
- iv. Healthy environment, including construction, equality, noise, open space, renewable energy, biodiversity, local food growing, flood risk and overheating.
- v. Healthy housing, including accessible housing, healthy living, and housing mix and affordability.
- vi. Economic activity, including local employment and healthy workspaces.



Sport England offers some guidance relating to designing and adapting where we live to encourage activity in our everyday lives (Sport England, Active Design, <http://www.sportengland.org/facilities-planning/active-design/>).

It is important to note that other sections of this Local Plan are all relevant to a healthy community. For example tranquillity, amenity, sport and recreation, pollution and housing need all have an impact on individual health and wellbeing.

Evidence used to inform this section

- Liaison with Norfolk County Council Public Health.

Monitoring Indicators

- Minor development health statements completed.

DRAFT

29. Safety by the Water

Policy PUBDM43: Safety by the Water

Proposals for development that have a water frontage or direct access to water must address water safety.

For such developments a Water Safety Plan must be produced to accompany planning applications. The Water Safety Plan must give consideration to the following:

- a) What are the risks of someone falling into the water and who is likely to be exposed to the risk as a direct result of the proposed development?
- b) How is this risk to be minimised?
- c) What is the water depth and speed of flow?
- d) What design and safety features will be incorporated into the development to ensure that anyone in the water can get out safely? Consideration must be given to the landscape impact and the impact on any Heritage Asset of any water safety feature to be used.
- e) How will the safety features be maintained?

If new development increases the risk of difficulty of getting out of the water, either by new quay heading or raising current levels then these risks are required to be mitigated even if there is no public access on the site but there is boating activity on the adjacent water body.

Reasoned Justification

Being a primarily water-based area where many people enjoy being in, on or around the water, we need to consider the issue of safety by the water. Sadly, on occasion, people die in the Broads each year in the water and many more people fall in. On a hot day, the cool water of the Broads is often an attraction to those who want to have a quick swim to cool down and the hazards are not recognised or considered. The area is also popular for organised wild and open water swimming groups. People sail on the Broads using stand-up paddle boards, canoes, sailing boats and motorised cruisers. People also walk alongside waterways in the Broads and enjoy the many open spaces or pubs and cafes next to water. Furthermore there are also a large number of waterside buildings such as pubs and homes. Accessible safety equipment such as lifebuoys and throw lines are essential in case they are needed to help someone in the water or ladders to help people get out of the water.

There were a total of 381 drownings and water-related deaths from accidents or natural causes across the UK in 2013⁶⁸. As in previous years, more than half of the deaths (227) in 2013 were in inland waters, such as tidal and freshwater rivers, lakes and reservoirs, while fatalities at sea, on the beach or shoreline accounted for nearly a third (115). A further 22 deaths happened at harbours, docks, marinas and inland or coastal ports. Eight deaths occurred in the bath and six in swimming pools, while three happened in areas that are not normally watercourses such as marsh and flooded land.

In the Broads over the last 15 years there have been on average 5 deaths per year, 26 of which were related to boating and 48 deaths that were non-boating related. It should be noted that some of these deaths were not accidental and this policy seeks to influence accidental water related incidents. Over the same period, there were 264 near drownings or people falling in. This figure does not include people engaged in water

⁶⁸ Taken from <http://www.rosipa.com/media-centre/press-office/press-releases/detail/?id=1276>

sports where they expected to enter the water. The near drowning events were those reported to or witnessed by Broads Authority staff, and the true figure is likely to be much larger due to under reporting.

The National Water Safety Forum has produced the UK Drowning Prevention Strategy⁶⁹ which aims to reduce accidental drowning fatalities in the UK by 50% by 2026, and reduce risk amongst the highest risk populations, groups and communities. A target of the Strategy that is particularly relevant to this policy is to increase awareness of everyday risks in, on and around the water. The strategy asks communities to develop a risk assessment for the area and to put in place Water Safety Plans at a community level.

By submitting a Water Safety Plan with relevant planning applications, applicants will be required to consider the risks of people falling in the water as well as consider and put in place ways of helping people while they are in the water and ensuring there is a safe way to get out of the water. A Guide will be produced to assist applicants in preparing a Water Safety Plan and identifying the most appropriate risk control measures and safety features for their proposed development.

The safety of those involved in the construction of the scheme should also be an important consideration for the Water Safety Plan.

For development near to Heritage Assets or in Conservation Areas, bright plastic covers on life rings for example may detract from the scenery or setting. Less visually intrusive, but equally usable and functional forms of safety equipment can be provided in such locations.

Evidence used to inform this section

- Broads Authority monitoring data from the Safety Team.

Monitoring Indicators

- Relevant schemes providing adequate safety features on site.

⁶⁹ <http://www.nationalwatersafety.org.uk/strategy/info/uk-drowning-prevention-strategy.pdf>

30. Developer Contributions/Planning Obligations

Policy POSP14: Developer Contributions

Developer contributions and management agreements will be sought if deemed necessary to deliver the policies/objectives in the Local Plan and for the provision of infrastructure via planning obligations and/or conditions.

Reasoned Justification

Development can place additional pressure upon physical infrastructure, social facilities and green infrastructure, and it is a well-established principle that new development should contribute towards the cost of meeting these additional demands. Developer contributions (also referred to as Planning Obligations) are a means of funding works to mitigate the impact of development and provide benefits to local communities and support the provision of local infrastructure.

S106 contributions are private agreements negotiated between local planning authorities and developers to mitigate the impact of development. For example, planning obligations might be used to prescribe the nature of development (e.g. by requiring that a given proportion of housing is affordable); or to secure a contribution from a developer to compensate for loss or damage created by a development (e.g. loss of open space); or to mitigate a development's impact (e.g. through increased public transport provision).

Where existing infrastructure is inadequate to meet the needs of new development, the Authority will use conditions or planning obligations to ensure that proposals are made acceptable through securing the provision of necessary improvements to facilities, infrastructure and services.

The nature and scale of any contribution sought for this purpose will be related to the development proposed and its potential impact upon the surrounding area. It is important to consider the following in relation to Developer Contributions (as set out in the Community Infrastructure Levy Regulations 2010 as amended, regulations 122 and 123):

- Developer contributions need to be necessary to make the development acceptable in planning terms, directly related to the development and be fairly and reasonably related in scale and kind to the development.
- The combined total impact of contributions should not threaten the viability of the scheme.
- There are pooling restrictions on S106 contributions whereby only five contributions can be sought towards generic types of infrastructure.

Policy PUBDM44: Planning Obligations and Developer Contributions

The Authority will seek appropriate contributions from developers in order to serve the development and its occupants.

Where the development is of a type that will introduce additional pressure on the Broads area, including for permanent moorings, contributions will be sought towards the appropriate provision of social facilities and benefits including affordable housing, biodiversity enhancement, recreational, community and navigation facilities and to achieve sustainable development.

Contributions may be sought towards, or commitments to provide:

- a) Affordable housing (as detailed in policy PUBDM32);

- b) Community infrastructure (including police and fire service provision, community halls, sports facilities, education facilities and libraries);
- c) Green infrastructure and biodiversity/geodiversity on-site mitigation, management, off-site compensation and/or enhancement;
- d) Open space and children's play facilities;
- e) Landscaping, landscape enhancement and management;
- f) Public footpaths, rights of way, green-links, signing and maintenance;
- g) Waste management and recycling facilities;
- h) Highway works and/or improved public transport facilities and funding for the implementation of Travel Plans;
- i) Flood management/mitigation;
- j) Dredging to maintain navigation (any part of the operation);
- k) Administrative costs;
- l) Visitor or de-masting moorings; and
- m) Conservation or enhancement of heritage assets.

Other contributions may be sought in appropriate circumstances. Where appropriate, the standards and thresholds adopted by the relevant authority will apply, including Housing Authorities. Contributions may be pooled with others from outside the Broads area, in order to fund wider community infrastructure.

Reduced contributions, where necessary (for example due to the exceptional costs of redeveloping a particular site) will be negotiated on an 'open book' basis based on the financial viability of the scheme.

Reasoned Justification

The Authority will seek contributions towards transport, police and fire service provision, education facilities, libraries and social service provision where appropriate, utilising Planning Obligations standards prepared by Norfolk and Suffolk County Councils. The Authority will also apply the standards and thresholds adopted by the relevant constituent District Council to calculate the contributions to be sought. Contributions to affordable housing will be sought in accordance with the approach set out in policy PUBDM32 and Open Space as per policy POODM6.

In relation to the protection of the waterways and navigation, contributions will be sought from development, where appropriate⁷⁰, towards dredging. The dredging and proper disposal of sediment from the bed of the rivers and broads is the largest cost in the maintenance of the navigation area. The required level of contribution will be calculated on a site-by-site basis using the Authority's latest available dredging costings and to reflect site specific characteristics such as quantity, contamination and ease of disposal. Additionally, the Authority will seek an administrative contribution to cover the cost of arranging and monitoring developer obligations.

Any monies falling due as a result of planning obligations will be held by the Authority until agreement is reached with the providing body for the relevant facilities to be provided. In the event that agreement is not reached or the infrastructure is not constructed, those moneys will be returned to the developer after a

⁷⁰ The development may be in an area which is not usually dredged and might attract more vessels. Or might be in an area where larger boats are attracted so would need more dredging to increase the water depth.

period of 10 years. Maintenance sums will be sought for the first ten years of the life of a facility where relevant (15 years for highways maintenance in relation to bridges or other highway structures, for lifetime replacement – 120 years).

The Broads Authority and CIL

The Community Infrastructure Levy (CIL) is a planning charge, introduced by the Planning Act 2008. It is a discretionary charge which can be used as a tool for local authorities in England and Wales to help deliver infrastructure to support the development of their area. The Broads Authority has not introduced a CIL, due to the low levels of development, difficulties involved in identifying specific Broads' infrastructure and the costs of collecting and monitoring CIL when balanced against the sums likely to be generated.

Evidence used to inform this section

- Policy rolled forward from Development Management DPD and Core Strategy.
- Amendments as a result of officer experience.

Monitoring Indicators

- Developer Contributions monitoring statement – by the Broads Authority as well as Norfolk County Council

31. Other Development Management Policies

Policy PUBDM45: Conversion of Buildings

The re-use, conversion or change of use of buildings and structures to employment, tourism (including holiday accommodation for short stay occupation on a rented basis), recreation and community uses will be supported where:

- a) The building makes a positive contribution to the landscape of the Broads to make it worthy of retention;
- b) The building can be redeveloped without an adverse effect on the character of the Broads landscape or its setting and the redevelopment takes the opportunity to make a positive contribution to the appearance of the locality;
- c) A structural survey demonstrates that the building is structurally sound and capable of conversion without major rebuilding and/or substantial extension;
- d) The proposal is of a high quality design, retaining the external and/or internal features that contribute positively to the character of the building, including original openings and materials, and with minimal intervention to the original form and fabric of the building (e.g. new openings).
- e) The nature, scale and intensity of the proposed use are compatible with, and would not prejudice, surrounding uses and the character of the locality;
- f) The highway network is able to accommodate safely the demands resulting from the proposed use;
- g) The design and details of conversion will maintain, and enhance, restore or add to biodiversity; and
- h) it incorporates measures to enhance the environmental performance of the building, where appropriate.

For proposals outside development boundaries the above criteria will apply as well as:

- i) The building is in a sustainable location with adequate access to services and facilities or adequate access to people who would use the service or facility.

The conversion of a building or structure to a residential use outside a development boundary, where the building would be used as a second home or for the main residence of the occupiers, will only be acceptable when all the above criteria are met and when it is clearly demonstrated that employment, recreation, tourism and community uses would be unviable.

Reasoned Justification

The re-use of buildings in the countryside can support the vitality of rural communities and help minimise the need for new built development that has the potential to detract from the special landscape character of the Broads. The Authority is therefore generally supportive of the re-use of appropriately located and suitably constructed buildings in the countryside. Nevertheless, certain buildings may not be suitable for conversion and re-use.

The building must be of a sufficient quality to warrant retention. Large, modern agricultural and industrial buildings will generally be considered to be unsuitable for conversion. Generally, the Authority will consider

the appearance and architectural value of the building as well as how it contributes to the Broads' landscape, as well as the street scene, both prior to and following conversion.

The term 'holiday accommodation' means that which is permitted by policy PUBDM27, e.g. short term holiday lets.

The conversion and re-use of buildings in the countryside will only be acceptable where a structural survey undertaken by an independent Structural Engineer demonstrates that the building is structurally sound and capable of conversion without major rebuilding or reconstruction.

To protect the character of the building and the surrounding landscape, all conversion works must be undertaken sensitively, utilising a high standard of design and good quality materials. The erection of substantial extensions can have a detrimental impact on the original form of a building or group of buildings and on the openness and special character of the landscape, while the removal of external features, including original openings and materials, can erode the character of the building. It is expected that such conversion works should involve minimal intervention to the original form and fabric of the building (e.g. new openings).

Applicants should be aware that buildings in the countryside have the potential to provide important breeding and resting places for a number of species protected under a range of legislative provisions, including bats, barn owls or nesting birds. In accordance with policy PUBDM13, if the presence of a protected species is suspected the applicant will be required to submit an appropriate protected species surveys. The policy also seeks to ensure that conversion works should aim to maintain, and enhance, restore or add to biodiversity. If a proposal is considered in the context of this policy to potentially have an effect on an internationally designated site then it will need to be considered against the Habitats Regulations and a project level Appropriate Assessment undertaken.

Proposals within a development boundary are deemed to have very good access to services and facilities. While it will not always be possible to apply the same standards of accessibility that would be applied in established settlements to proposals in the countryside, when assessing proposals to convert a building in the countryside regard will be given to the sustainability of the location and the impact the proposed use would have on the local highway network.

Residential conversions may be appropriate for some types of buildings and in certain locations, providing that it has been demonstrated that a commercial or community use of the building is unviable and that the building is of sufficient quality to merit retention by conversion. Applications to convert a building outside of a development boundary to residential use should be accompanied by a report undertaken by an independent Chartered Surveyor that demonstrates why employment, recreation, tourism and community uses would not be viable due to inherent issues with the building. This should include details of conversion costs, the estimated yield of the commercial uses and evidence of the efforts that have been made to secure employment, recreation, tourism and community re-use during the previous 12-month period. The Authority will need to verify the content of such a report and may need to employ external expertise to do so (the applicant will need to meet the cost of this).

Where a building is of historic or architectural merit, to the application will be considered under Policy PUBDM12 Re-use of Historic Buildings.

There are permitted development rights to change the use of existing buildings. These are, however, less permissive in the Broads than in other undesignated areas. A proposal may not require planning permission, but the applicant is advised to check with Development Management Officers at the Broads Authority for advice.

Evidence used to inform this section

- Policy rolled forward from Development Management DPD
- Amendments as a result of officer experience.

Monitoring Indicators

- Buildings converted and final use.

Policy PUBDM46: Advertisements and Signs

Advertisements and signs should be sensitively designed and located having regard to the character of the building/structure on which they are to be displayed and/or the general characteristics of the locality including their location relative to the dark sky zones (policy xxx).

Advertisements will only be permitted where the size, design, positioning, materials and degree of illumination of the advertisement would not have an adverse visual impact on the built or landscape character of the Broads or a detrimental effect on public safety on land, water or on the operational safety of the highway, railway and water network.

The number of advertisements shall be kept to a minimum and amalgamated with existing signage. Cumulative impact in relation to other signage in the vicinity will also be an important consideration.

Particular regard should be had to any impact of proposals on conservation areas and the historic environment. Proposals which obscure features of architectural or historical interest, or are uncharacteristic of a building's design, will not be permitted.

Where an advertisement would have an unacceptable adverse impact on the special qualities of the Broads it will be refused.

Reasoned Justification

The Authority recognises that advertisements provide businesses with an important means of attracting customers and can play an important role in informing visitors to the Broads and supporting visitor trade. Nevertheless, by their very nature advertisements are designed to attract attention and are frequently displayed in prominent positions. The impact of advertisements and signs on the character and appearance of buildings, settlements and the landscape can, as a result, be significant. Illuminated advertisements can have a particularly significant visual impact and detract from the tranquillity of the Broads.

The Authority will therefore carefully consider proposals for advertisements to ensure that they are sympathetic to the special character of the Broads and do not have an unacceptable impact on public safety

on land and water. The design of an advertisement, together with its size, positioning and materials, can determine how well it fits into or stands out from the surrounding area. To reduce unnecessary visual intrusion, the number of advertisements will be kept to a minimum and an advertisement or sign should complement existing architecture and the local context.

Some types of advertisement are exempted from detailed control, and other specific categories do not require express consent from the Local Planning Authority and instead qualify for 'deemed consent' provided they conform to stated conditions and limitations for each category. Further information on advertisement control can be found in the NPPG⁷¹.

Evidence used to inform this section

- Policy rolled forward from Development Management DPD
- Amendments as a result of officer experience.

Monitoring Indicators

- Adverts and signs permitted in accordance with policy

Policy PUBDM47: Leisure plots and mooring plots

New leisure plots and mooring plots will not normally be permitted.

The use of existing mooring plots will be restricted to the mooring of boats and uses incidental to that activity. Mooring plots will be kept generally free of buildings and above ground structures. Provision of unobtrusive moorings, steps, ramps, renewable energy generating equipment to provide energy for electric hook up points and small scale storage lockers, for use incidental to the enjoyment of the moorings may be appropriate in some locations where they would be consistent with the objectives of protecting and conserving the Broads landscape character and ecology and with other policies of the Development Plan.

For existing leisure and mooring plots, permission will not normally be granted for the erection of buildings, enclosures or structures and the permanent or seasonal occupation of the land, vehicles, boats, etc., or the stationing of caravans, will not be permitted. The provision and maintenance of additional shrub or tree planting will be encouraged having regard to the existing character of the area and limiting wind shadow on the river in the interests of sailing.

Reasoned Justification

Leisure plots often result in the creation of a suburban appearance, with associated domestic paraphernalia, which detracts from the landscape character of the Broads and the visual quality of the waterscape. Consequently, the creation of new leisure and mooring plots will not normally be supported by the Authority. There may be occasions when this type of development could only be permitted where the degree of change would not have an adverse effect on the existing landscape character and visual appearance of the area.

⁷¹ <http://planningguidance.communities.gov.uk/blog/guidance/advertisements/>

The erection of structures on existing leisure plots, such as sheds, summerhouses, caravans and fences to demarcate the plots, has the potential to not only detract from the character and appearance of sensitive parts of the Broads landscape but also damage areas of wildlife importance. For this reason, the Authority will control development on existing plots to ensure that development only takes place where it is incidental to the mooring of boats and is consistent with the other policies in the Plan.

For the purpose of this policy, the term 'leisure plot' describes a plot resulting from the sub-division of land and its use for leisure purposes (such as quiet enjoyment of the plot and scenery and informal recreation use). These may have small scale storage lockers for use incidental to the enjoyment of moorings, or modest sized single room day huts, storage sheds and boat sheds.

Within the Broads, leisure plots are often established in waterside locations, in which case they are termed 'mooring plots'. This is an area of land associated with moorings and may have boundary treatments, but limited other paraphernalia other than that incidental to the enjoyment of the moorings.

Evidence used to inform this section

- Policy rolled forward from Development Management DPD
- Amendments as a result of officer experience.

Monitoring Indicators

- Mooring and leisure plots provided.

32. Site-Specific Policies

Introduction

The Site Specific section of the Local Plan allocates land for certain uses. The policies may refer to changes of uses to residential dwellings for example, or may seek to protect certain assets from inappropriate change.

Flood risk and the Site Specific Policies

The underlying principle of development and flood risk is summarised in the NPPF (100):

'Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere'. A sequential test has been completed on all of these allocations⁷².

Where development is required to undertake an Exceptions Test, as guided by the NPPG, there is further guidance in the flood risk policy (policy PUBDMxxx) as well as in the Flood Risk SPD⁷³.

Environment Agency permit or rules for works near to a main river or flood defence

Under the Environmental Permitting (England and Wales) Regulations 2010, an environmental permit may be required for works in, under, over or within 8m of a main river or flood defence; or within 16m of a tidal main river or flood defence. 'Flood Risk Activities' may require the Environment Agency to issue a bespoke permit, or may be covered by a standard rules permit which includes a set of fixed rules. Activities identified as lower risk may be excluded from the need for a permit or may need to be registered as an exempt activity and comply with certain rules.

- Further information on Flood Risk Activity permits is available from:
<https://www.gov.uk/guidance/flood-risk-activities-environmental-permits>
- To apply or seek further advice, contact the Environment Agency by email:
floodriskactivity@environment-agency.gov.uk or by telephone: 03708 506 506.

34.1 Permission in Principle

The Housing and Planning Bill 2015, included measures to introduce a 'permission in principle' (PiP) on land allocated for development in a qualifying document such as a brownfield register, development plan or Neighbourhood plan.

Permission in Principle may be granted for housing led development but not for the winning and working of minerals. It may be granted in relation to land that is allocated for development in a Local Plan and lasts for 5 years. Subsequent applications for technical details consent (TDC) s then have to be determined in accordance with the permission in principle. The result would be the grant of full planning permission.

Regulations are expected by the end of 2016 which will give more information relating to how to implement this requirement. The Broads Authority will keep Members informed of progress and will reflect Permission in Principle in the Publication version of the Local Plan.

The policies to which Permission in Principle *could* apply are:

- NOR1 – Utilities Site

⁷² <http://www.broads-authority.gov.uk/planning/planning-policies/development/future-local-plan>

⁷³ xxxxxx

- OUL3 – Pegasus site
- THU1 – Hedera House

Useful explanation: <http://nlpplanning.com/blog/housing-and-planning-act-2016-essential-guide-to-pips-may-2016/>

The Housing and Planning Act 2016 can be found here:

http://www.legislation.gov.uk/ukpga/2016/22/pdfs/ukpga_20160022_en.pdf

Settlement Fringe

Some policies such as the Cemetery and playing field extensions in Acle could be seen to be contrary to the Settlement Fringe policy xxx, however these are important infrastructure requirements which the Local Plan seeks to address. So whilst a cemetery may urbanise when compared to a field which is in agricultural use for example, landscaping and design are important considerations throughout the Local Plan and indeed within these policies.

1.1 ACLE

Policy PUBACL1: Acle Cemetery Extension

Inset Map 1

Land to the rear of the existing cemetery is allocated as an extension to the cemetery. This development will be:

- a) subject to a prior archaeological assessment;
- b) subject to a prior groundwater protection risk assessment in accordance with Environment Agency Guidance: Assessing Groundwater Pollution for Cemetery Developments⁷⁴;
- c) integrated into the wider surroundings by a landscaping scheme including boundary hedge and tree planting; and
- d) coordinated with any adjacent proposed playing field extension in terms of design and boundary treatment.

A management plan that addresses how the site will be managed to benefit biodiversity is required as part of any application.

Proposals will also be designed to avoid contributions to light pollution.

Constraints and features

- Archaeological interest in vicinity.
- Outside identified high flood risk areas (zone 1 by EA mapping).
- As a minimum, a basic Tier 1 risk screening assessment is required for all cemetery extensions (as set out in guidance on the EA website).

Reasoned Justification

⁷⁴ https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/290462/scho0404bgla-e-e.pdf

The existing cemetery at Acle is close to capacity. Acle Parish Council has, over a period of time, actively sought a site to accommodate further burials. Following a search of potential locations around the village, this is its preferred site and is understood to have widespread local support. The location adjacent to the existing cemetery makes practical sense, and the use can be satisfactorily accommodated here, subject to the considerations outlined in the policy. The Parish Council has yet to secure ownership of the site but has indicated its firm intention to do so, and is negotiating with the owner to achieve this.

The area concerned is around 0.8ha (2 acres), gently sloping and currently part of an arable field adjacent to the existing cemetery and bounded on one side by a narrow track/public footpath. The Parish Council's intention is that the immediately adjacent piece of land to the east would be used as an extension to the existing recreation centre playing fields, and this is supported by a complementary policy. Together they would form a reasonable extension to the existing urbanised extent of Acle forming a new boundary line linking the extremity of the existing playing fields to the east with the approximate limit of housing development to the west.

The site lies wholly in Flood Zone 1 by both EA mapping and SFRA 2007 mapping and therefore there are no flood risk issues constraining the development. However, the EA wish to ensure that any risk of risk of pollution to groundwater is adequately assessed before any planning permission is granted, and the policy reflects this. The EA are content with the allocation for the proposed use on the basis of the results of preliminary investigations by the Parish Council. Testing to provide the more detailed information required by the EA to support a planning application EA licence is planned, by the Parish Council, to be undertaken once it has acquired the site.

The area is of archaeological interest and this development should be subject to prior assessment of the archaeological value, and arrangements for archaeological recording in the event the development proceeds. A requirement for suitable boundary treatment and planting would help integrate the development into the wider Broads landscape.

A management plan will be needed to set out steps that will be taken to manage the site so it can benefit biodiversity in the area in recognition of its location at the edge of an urban area and protected landscape. Furthermore again to reflect the location on the edge of Acle, the extension to the cemetery needs to be designed to avoid light pollution.

Please note that this allocation received planning permission in 2014⁷⁵. The policy is being carried forward from the Sites Specifics Local Plan 2014 because the permission is yet to be built out and there is still an infrastructure deficit.

Evidence used to inform this section

- Policy rolled forward from the Sites Specific Local Plan 2014.

Monitoring Indicators

- Cemetery delivered as per policy.

⁷⁵ BA/2014/0090/CU

Policy PUBACL2: Acle Playing Field Extension

Inset Map 1

Land is allocated for an extension to the playing fields at Acle Recreation Centre. This development will be

- a) subject to a prior archaeological assessment;
- b) integrated into the wider surroundings by a landscaping scheme including boundary hedge and tree planting; and
- c) coordinated with any adjacent proposed cemetery extension in terms of design and boundary treatment.

Any floodlighting shall be designed to minimise light spillage into the wider Broads landscape, and avoid adverse effects on neighbouring residents' amenity.

Constraints and features

- Outside identified high flood risk areas (zone 1 by EA mapping).
- Archaeological interest in vicinity.
- Partially on safeguarded minerals (sand and gravel) resource.

Reasoned Justification

The area concerned is piece of gently sloping land, currently part of an arable field adjacent to the existing playing fields. It is immediately adjacent to the land subject of Policy POACL1 for a cemetery extension. Together they would form a reasonable extension to the existing urbanised extent of Acle forming a new boundary line linking the extremity of the existing playing fields to the east with the approximate limit of housing development to the west.

Extending the existing playing fields makes practical sense, and meets a social need in a location well related to the village and built surroundings. The proposed extension is around 0.44ha (1 acre), and would increase the existing playing fields area (largely outside the Broads area) by about 10% (they are currently around 4ha (10 acres)).

The Recreation Centre is a well-used local resource. The Trust which runs this has identified a need for additional playing field capacity. The provision of additional playing fields adjacent to the existing facilities makes practical sense, and this location also enables coordination and landscaping with the proposed cemetery extension adjacent. The scheme has the active support of Acle Parish Council.

The playing fields extension could be satisfactorily integrated into the Broads landscape in this location, and integrated with the proposed cemetery extension adjacent, by means of a landscaping scheme including boundary planting, and the policy provides for this.

The scheme is supported, in principle, by Sport England and Broadland District Council.

The site is partly on a safeguarded mineral (sand and gravel) resource, but Norfolk County Council has no objection to the sports field use, provided that no permanent buildings are erected on the site. The potential need for additional ancillary facilities such as car parking and changing rooms have been considered by the Trust and it plans to provide these within its existing area and it does not plan to erect buildings on the area subject to this policy.

Please note that this allocation received planning permission in 2014⁷⁶. The policy is being carried forward from the Sites Specifics Local Plan 2014 because the permission is yet to be built out and there is still an infrastructure deficit.

Evidence used to inform this section

- Policy rolled forward from the Sites Specific Local Plan 2014.

Monitoring Indicators

- Sports field delivered as per policy

1.2 BECCLES

Policy PUBBEC1: Former Loaves and Fishes, Beccles

Inset map 2

The Authority supports the retention of the building and the resumption of its use as a public house or other tourist facility.

The Authority would not support conversion to residential.

Proposals will need to address each of these criteria:

- Careful consideration will be given to the design, scale and layout of any proposals and potential additional impacts on nearby land uses.
- Proposals must enhance the appearance of the area including the public realm.
- The site is at risk of flooding and the type, siting and layout of development will need to take account of this in conformity with national policy.
- Appropriate measures to manage any risk of water pollution arising from development are required to be put in place.

Constraints and features

- Within flood risk zone 3.
- Within the Beccles Conservation Area
- There is a dyke that leads up to the west end of the site.
- Next to the popular quay where boats are moored.
- Residential development surrounds the former pub.
- Interesting features of a courtyard and balcony.
- Limited availability for on street parking.

⁷⁶ BA/2014/0090/CU

- High potential for encountering archaeological remains.

Reasoned Justification

This Local Plan seeks to address some disused/underutilised or derelict sites around the Broads Authority Executive Area. Such sites can have a negative impact on the landscape, townscape or waterscape and if brought into an appropriate use in an appropriate way, can then become an important asset to the area. The Authority would support appropriate proposals which will bring this pub back into use.

Evidence used to inform this section

- Local knowledge and site visits. The building has been redundant for a number of years and a policy could help bring it into use.

Monitoring Indicators

- Loaves and Fishes brought back into use in line with this policy.

Policy PUBBEC2: Beccles Residential Moorings (H. E. Hipperson Boatyard)

Inset Map 2

Policy PUBDM35 (New Residential Moorings) will apply as the boatyard will be treated as if it were adjacent to the development boundary. Proposals for Residential Moorings will be allowed in this area if they are not at a scale which would compromise existing business on the site as well as meeting the criteria in Broads policies on General Employment and Boatyards (*to follow in publication version*). Proposals must ensure no adverse effects on water quality and the conservation objectives and qualifying features of the nearby SSSI (site is within SSSI Impact Zone).

Constraints and features

- In a SSSI Impact Zone
- Flood Zone 3 (EA Mapping)
- Beccles Conservation Area is across the river

Reasoned Justification

The BA would support around five of the moorings at the H.E. Hipperson Boatyard being converted to residential moorings. The benefits of a regular income as well as passive security that residential moorings can bring are acknowledged. However, in accordance with other Local Plan policies, the conversion of an entire business to residential moorings would not be supported. The H.E. Hipperson Boatyard has good access by foot to every day services and facilities provided in Beccles (such as a supermarket, pharmacy, school and Post Office). Bus stops to wider destinations are also within walking distance from these areas. Proposals must also take into consideration the SSSI and Conservation Area that are near to this Boatyard.

Evidence used to inform this section

Residential moorings topic paper

<http://www.broads-authority.gov.uk/planning/planning-policies/development/future-local-plan>

Monitoring Indicators

- Residential moorings provided as per policy.

1.3 BRUNDALL RIVERSIDE

Policy PUBBRU 1: Riverside chalets and mooring plots

Inset Map 3

The area of riverside chalet and mooring plots will be managed to retain its contribution to the enjoyment and economy of the Broads, and to the river scene.

Further development will be limited by the area's vulnerability to flooding and the retention of its semi-rural and holiday character.

Permission will not be granted for

1. new permanent residential dwellings;
2. new holiday homes;
3. the use as permanent dwellings of buildings restricted to holiday or day use;
4. the use for holiday or permanent occupation of buildings constructed as day huts, boatsheds or temporary buildings; or
5. the stationing of caravans.

Extensions to existing buildings, and replacement buildings, will be permitted provided

- a) the building and use proposed comply with policies for development in areas of flood risk;
- b) the design, scale, materials and landscaping of the development:
 - i) contributes positively to the semi-rural and holiday character of the area;
 - ii) pays appropriate regard to the amenity of nearby occupiers;
 - iii) the extent of hard surfacing does not dominate the plot and where provided is permeable; and
 - iv) provides additional landscape planting where practicable and having regard to navigation interests;
- c) Care is to be taken to avoid over-development of plots, and in particular:
 - i) a significant proportion of the plot area (excluding mooring areas) should remain un-built;
 - ii) buildings should not occupy the whole width of plots;
 - iii) buildings should be kept well back from the river frontage; and
 - iv) buildings should be of single storey of modest height. This may limit room heights where floor levels need to be raised to meet flood risk mitigation requirements.

Applications to vary existing occupancy conditions that allow less than 12 months holiday use to allow 12 months holiday use will be permitted as long as the building remains in holiday use only and is not used as the sole or main residence.

Constraints and features

- Whole area at serious risk of flooding (zones 2 & 3 by EA mapping and zone 3b by SFRA 2007 mapping).
- Road access is via a railway level crossing, limited in width and alignment, and at risk of flooding.
- Area is just across river from Site of Special Scientific Interest.
- Article 4 Direction (1954) – removes all PD Rights.

Reasoned justification

The chalets make an important contribution to the enjoyment of the Broads and to the local economy, but the management of incremental development of the Riverside Estate area, including that covered by this policy, have been contentious and problematic since at least the 1950s.

Further development of the area is largely constrained by national flood risk policies, together with landscape and visual amenity considerations. The Policy continues the attempt to facilitate adaptation and updating of the existing chalets and retain its best features, while avoiding increases in flood risk, but seeks to make the purpose and application of this clearer.

Proposals will need to meet the requirements of policy PUBDM22 as the Brundall riverside area generally has good dark skies.

The Environment Agency supports the intention to keep buildings back from the river frontage. While 'well back' is difficult to define and depends on particular local circumstances, in general setting the building back by a third of a plot could be appropriate. Being hard up or too close to the water's edge could enclose the river and be overbearing. Setting of buildings with an undeveloped area in front will also allow architectural interest of buildings to be appreciated.

Evidence used to inform this section

- Policy rolled forward from Sites Specifics Local Plan as well as to reflect the Dark Skies study 2016.

Monitoring Indicators

- Planning applications in accordance (or otherwise) with this policy.

Policy PUBBRU2: Riverside Estate Boatyards, etc., including land adjacent to railway line

Inset Map 3

In this area the development and retention of the boatyards and related uses will be encouraged, and Broads Policies on General Employment and Boatyards (*to follow in publication version*) will apply.

Full regard will be given to the limitations of the road access, avoidance of potential water pollution, and the risk of flooding to the site

Retention of existing, and provision of new or replacement landscape planting, including trees and nectar-mixes, will be encouraged. The type and location of planting should have regard to limiting wind shadow on the river in the interests of sailing.

Policy PUBDM35 (New Residential Moorings) will apply as the area will be treated as if it were adjacent to the development boundary. Proposals for residential moorings will be allowed in this area if they are not at a scale which would compromise existing business on the site as well as meeting the criteria in Broads Policies on General Employment and Boatyards (*to follow in publication version*).

Constraints and features

- The area is at serious risk of flooding (almost whole area in zones 2 & 3 by EA mapping; almost wholly in zone 3b by SFRA 2007 mapping).
- Road access is constrained, especially to the south-eastern portion of the area.
- Area is close to SSSI, SAC, SPA, Ramsar site.
- Article 4 Direction (southern portion only) (1954) – removes all PD Rights.

Reasoned Justification

The boatyards and associated developments contribute to navigation and to the character, enjoyment and skills of the Broads. The Policy seeks to encourage the retention and adaptation of the existing uses, providing scope for new development including diversification, which will help secure these important uses, while balancing these objectives with the flood risk and infrastructural limitations of the area.

The Environment Agency confirms that boatyard uses are compatible with the flood risk to the site. A small part of the area is outside the higher flood risk zones and potentially less constrained. The application of national flood risk policy would steer any vulnerable uses to this part of the site. However, any development which relied on this lower risk for acceptability would need to be supported by a site flood risk appraisal and take into account the higher flood risk to the surroundings, including the road access. The Environment Agency also highlights the need to address the risks of water pollution for waterside sites in industrial/ boatyard use.

A measure of appropriate planting within the constraints of the business use of the site will help soften the visual impact of the buildings and boats on the local landscape, and strengthen the biodiversity of the Broads, within the constraints of the business use of the site.

The Authority would support perhaps one or two of the moorings at a boatyard being converted to residential moorings. The benefits of a regular income as well as passive security which residential moorings can bring are acknowledged. However, in accordance with policy PUBDM35, conversion of an entire business to residential moorings would not be supported. These sites have good access by foot to every day services and facilities provided in Brundall (such as a supermarket, pharmacy, school and Post Office). Bus stops and railway stations to wider destinations are also within walking distance from these areas.

Proposals will need to meet the requirements of policy PUBDM22 as the Brundall Riverside area generally has good dark skies.

Evidence used to inform this section

- Policy rolled forward from Sites Specifics Local Plan as well as to reflect the Dark Skies study 2016.

Monitoring Indicators

- Planning applications in accordance (or otherwise) with this policy.

Policy PUBBRU3: Mooring Plots

Inset Map 3

The continued use of this area for mooring of boats and uses incidental to that activity will be encouraged and the generally open character of the area retained.

The defined area will be kept generally free of buildings and above ground structures. Provision of unobtrusive moorings, steps, ramps and small scale storage lockers, for use incidental to the enjoyment of the moorings will be supported.

The provision and maintenance of additional shrub or tree planting will be encouraged having regard to limiting wind shadow on the river in the interests of sailing.

The permanent or seasonal occupation of the land with vehicles, boats, etc., or the stationing of caravans, will not be permitted.

Constraints and features

- The area is at serious risk of flooding (zone 3 by EA mapping; wholly in zone 3b by SFRA 2007 mapping).
- Road access is constrained.
- Area is close to SSSI, SAC, SPA, Ramsar site.
- An Article 4 Direction removes some PD Rights.

Reasoned Justification

The management of incremental development of the Riverside Estate area, including that covered by this Policy, has been an issue since at least the 1950s. This part of the Riverside area remains largely open and free of buildings and structures. The Policy seeks to retain this openness, the balance with the more developed parts of the riverside, and the contribution of this to the character of the wider area, while continuing the moorings uses which support the local economy and the enjoyment and navigation of the Broads.

Use of the area for moorings, and the presumption against permanent or seasonal occupation and the stationing of caravans, is supported by the Environment Agency on flood risk grounds.

Applicants are directed to the Authority's adopted Mooring Design Guidance⁷⁷.

Evidence used to inform this section

- Policy rolled forward from Sites Specifics Local Plan as well as to reflect the Dark Skies study 2016.

Monitoring Indicators

- Planning applications in accordance (or otherwise) with this policy.

Policy PUBBRU4: Brundall Marina

Inset Map 3

In this area:

- i) the development and retention of marina, boatyard and related uses will be encouraged;
- ii) Broads Policies on General Employment and Boatyards (*to follow in publication version*) will apply; and,
- iii) Policy PUBDM35 (New Residential Moorings) will apply as the marina will be treated as if it were adjacent to the development boundary.

In order to retain the openness of the southern majority of the area (where vessels are moored), the development of buildings and large structures will be generally restricted to the northern portion of the site (where existing buildings are located), except where a specific locational need is demonstrated and the scale and design of the proposal are compatible with this objective.

In assessing development proposals full regard will be given to

- a) the flood risk;
- b) the limitations of the road access;
- c) management of risks of water pollution;
- d) increasing the amount of trees and other planting on the site (with due regard to avoiding creating wind obstruction near the riverside which might affect the sailing on the river); and
- e) providing permeable surfaces and controlled drainage

Constraints and features

- The area is at serious risk of flooding (zones 1, 2 & 3 by EA mapping; almost wholly in zone 3b by SFRA 2007 mapping).
- Road access is limited.
- Area is close to SSSI, SAC, SPA, Ramsar site.
- Potential archaeological interest.
- An Article 4 Direction removes all PD Rights in the area.

Reasoned Justification

The marina is an important resource for enjoyment and navigation of the Broads, and contributes to the local economy and the retention of marine skills in the area. The Policy seeks to encourage its

⁷⁷ http://www.broads-authority.gov.uk/_data/assets/pdf_file/0005/703940/Mooring-design-guide.pdf

retention and future development, while protecting and enhancing the best qualities of the area and within the constraints of the flood risk to the area.

The Environment Agency confirms that the uses supported by the Policy accord with national flood risk policy. The EA also highlights the need to address the risks of water pollution for waterside sites in industrial/boatyard use.

Policy PUBDM35 provides potential for residential moorings in certain circumstances in locations adjacent to development boundaries. Given the scale of the marina, and its close proximity to the public transport connections and extensive facilities of Brundall, it is considered that this marina should be specifically included within those provisions even though there is no development boundary immediately adjacent.

Proposals will need to meet the requirements of policy PUBDM22 as the Brundall Riverside area generally has good dark skies.

Evidence used to inform this section

- Policy rolled forward from Sites Specifics Local Plan as well as to reflect the Dark Skies study 2016.

Monitoring Indicators

- Planning applications in accordance (or otherwise) with this policy.

Policy PUBBRU5: Land east of the Yare public house

Inset Map 3

This land will be kept generally free of built development to help conserve its trees and contribution to the visual amenity and biodiversity of the area, provide a wildlife corridor between the Natura 2000 site to the east and the river to the west, and reflect flood risk to the area and retain flood capacity.

Constraints and features

- Flood risk (site includes zones 1, 2, & 3b by SFRA 2007 mapping; and zones 1, 2, & 3 by EA mapping).
- Adjacent SAC, SPA, SSSI, Ramsar site.
- Archaeological interest (brick kiln).
- Tree Preservation Order.

Reasoned Justification

This policy continues the long-term protection of this valuable semi-natural green area, providing a backdrop to the Riverside area, separation from the housing and other development to the north of the railway line, and a link with the marshland to the east, which has multiple national and international environmental designations.

The avoidance of built development of the area is supported by the Environment Agency on the grounds of flood risk.

Evidence used to inform this section

- Policy rolled forward from Sites Specifics Local Plan.

Monitoring Indicators

- Planning applications in accordance (or otherwise) with this policy.

Policy PUBBRU6: Brundall Gardens

Inset Map 3a

Policy PUBDM35 (New Residential Moorings) will apply as the marina will be treated as if it were adjacent to the development boundary. Proposals for Residential Moorings will be allowed in this area if they are not at a scale which would compromise existing business on the site as well as meeting the criteria in Broads Policies on General Employment and Boatyards (*to follow in publication version*). Proposals must ensure no adverse effects on water quality and the conservation objectives and qualifying features of the nearby SPA, SAC and SSSI.

Constraints and features

- Area is just across river from Site of Special Scientific Interest. Yare Broads and Marshes SSSI is a component SSSI of Broadland SPA and Ramsar site and The Broads SAC
- Brundall Gardens Railway Station next to Marinas.
- Area in flood zone 3 (EA).

Reasoned Justification

The Authority would support perhaps one or two of the moorings at a boatyard being converted to residential moorings. The benefits of a regular income as well as passive security which residential moorings can bring are acknowledged. However, in accordance with Broads Policies on General Employment and Boatyards (*to follow in publication version*), conversion of an entire business to residential moorings would not be supported.

These sites have good access by foot to every day services and facilities provided in Brundall (such as a supermarket, pharmacy, school and Post Office). Bus stops and railway stations to wider destinations are also within walking distance from these areas.

Evidence used to inform this section

- Policy rolled forward from Sites Specifics Local Plan.

Monitoring Indicators

- Residential moorings provided.

1.4 CANTLEY

Policy PUBCAN1: Cantley Sugar Factory

Inset Map 4

This site is defined as an employment site for the purposes of Broads Policies on General Employment (*to follow in publication version*)

Development on this site which secures and enhances the sugar works' contribution to the economy of the Broads and wider area will be supported where this also -

- a) Protects or enhances wildlife and habitats (including the nearby Ramsar site, SPA and SAC);
- b) Protects or enhances the amenity of nearby residents;
- c) Avoids unacceptable adverse impact on highway capacity or safety;
- d) Improves the appearance of the works particularly in views from the river and other receptors in the locality, through design, materials, landscaping;
- e) Reduces light pollution;
- f) Uses the disposition, bulk and location of buildings and structures to avoid extending the built-up part of the site into the open areas around or more prominent in the skyline;
- g) Can be demonstrated to be in conformity with national policy on flood risk; and
- h) Appropriately manages any risk of water pollution.

Renewed use of the railway or river for freight associated with the plant would be particularly encouraged, as would measures reducing carbon dioxide emissions.

Employment uses other than that associated with the sugar works will be supported only where they do not prejudice the future of that use (and associated waste operations) and also meet the above criteria.

Constraints and features

- Flood risk (zones 1, 2 & 3 by EA 2012 mapping; zones 1, 2 & 3b by SFRA 2007 mapping).
- Site is close to SPA, SAC, SSSI and Ramsar designated areas.
- Public footpaths cross the site.
- The policy area is within the consultation zone of a waste operation associated with the sugar works.
- Nearby designated heritage assets, specifically the Langley Conservation Area, and the two Grade II* Churches of St Botolph at Limpenhoe and St Margaret at Cantley.

Reasoned Justification

The Cantley sugar works are a major contributor to the local economy, and help support jobs and agriculture (beet production) over a wide area. Around 120 people are employed on the site, but many more are employed seasonally and in the sugar beet supply chain.

The works are, though, a major emitter of carbon dioxide within the Broads, and the heavy road freight associated with the works has negative impacts on local residents' amenity, and highway safety and capacity.

The Policy continues the long-standing approach of supporting the continuation and upgrading of the works, while encouraging this to happen in a way that minimises adverse impacts and makes the most of opportunities for improving the local environment and amenities. Planning permission exists to develop the works to enable the processing of imported cane sugar, but this has yet to be implemented.

The potential for recommencing use of the river and or railway to transport freight to and from the site was explored in the Cantley Transport Feasibility Study. Although there is no immediate prospect of this being achieved, it remains an aspiration should circumstances permit.

The Habitats Regulations Assessment identified that any development on the site should be subject to site-level screening at the planning application stage. This is ensured by the Habitats Regulations and Local Plan policy PUBDM13.

The risk of water pollution needs to be mitigated where new development is undertaken and on an ongoing basis to ensure the water environment is protected.

Parts of the site are vulnerable to flood risk (and have experienced flooding), but the precise extent of different levels of risk in the immediate area could not be ascertained by the Broads SFRA. Thus a site flood risk assessment will be needed to demonstrate the level of the risk associated with any future proposed development. The Environment Agency highlights the need to address the risks of water pollution for waterside sites in industrial use.

The Authority acknowledges the work undertaken to reduce light pollution (receiving an award for sky friendly night time exterior lighting and restricting light above the horizontal in 2010). The requirement to address light pollution remains in the policy to reflect the good dark skies in the area, particularly when further away from the works. The Authority would like to see further reduction in light pollution to improve the dark skies of the area as a whole.

Evidence used to inform this section

- Policy rolled forward from Sites Specifics Local Plan.

Monitoring Indicators

- Planning applications in accordance (or otherwise) with this policy.

1.5 DILHAM

Policy PUBDIL 1: Dilham Marina (Tyler's Cut Moorings)

Inset Map 5

The continued use of this area for mooring of boats and uses incidental to that activity will be encouraged, and the semi-natural quality of the area retained.

The defined area will be kept generally free of buildings and above ground structures. Provision of unobtrusive moorings, steps, ramps and small scale storage lockers, for use incidental to the enjoyment of the moorings will be supported.

A predominantly green and semi-natural appearance of the area will be retained. The management and renewal of trees and other planting will be supported in a way which gives due regard to navigation and facilitates security and the enjoyment of the moorings, while also supporting wildlife and enhancing the landscape and visual amenity of the area.

The permanent or seasonal occupation of the land, vehicles, boats, etc., or the long-term stationing of caravans, will not be permitted.

Constraints and features

- Flood risk (site partly in zone 3b by SFRA mapping).
- The area is close upstream from SSSI, SAC, SPA, and Ramsar site.

Reasoned Justification

This Policy is intended to retain the existing positive qualities and facilities of the area, and harmonise its policy treatment with that of some other similar mooring areas across the Broads. While it provides valuable mooring facilities, there is a perceived need to control ancillary development, and this is best achieved by applying a similar policy to those for other mooring areas in the Broads, but with specific reference to the importance of the semi-natural quality of this area.

The site is at risk of flooding but the Environment Agency supports both the current use and restriction on permanent and seasonal occupation.

Applicants are directed to the Authority's adopted Mooring Design Guidance⁷⁸.

Evidence used to inform this section

- Policy rolled forward from Sites Specifics Local Plan and improved to reflect officer experience.

Monitoring Indicators

- Planning applications in accordance (or otherwise) with this policy.

1.6 DITCHINGHAM DAM

<There is no DIT1 to avoid confusion with the adopted Sites Specifics Local Plan 2014 policy that is not going to be rolled forward as the development has been completed>

⁷⁸ http://www.broads-authority.gov.uk/_data/assets/pdf_file/0005/703940/Mooring-design-guide.pdf

Policy PUBDIT2: Maltings Meadow Sports Ground, Ditchingham

Inset Map 6

The continued use of the area for sports facilities will be supported.

Proposals to improve existing and provide new facilities will be supported if:

- i) It retains the general character of openness of the area;
- ii) It avoids adverse impacts on neighbouring occupiers;
- iii) Particular care is taken to consider the landscape impacts of fencing, lighting columns and other structures;
- iv) They are of high standards of design, materials and landscaping;
- v) Steps are taken to reduce light pollution where possible;
- vi) New lighting installations do not contribute to light pollution;
- vii) Proposals manage flood risk on the site and do not increase flood risk elsewhere; and
- viii) Any demand for additional car parking is addressed.

Before any further development is permitted here, whether it would generate additional traffic or maintain existing levels, the operators of the Sports Ground will be required to produce and implement a robust travel plan for the entire site.

Any 'assembly and leisure' uses which are otherwise acceptable under this policy will be restricted to those parts of the site demonstrated to have a lower than 1 in 20 year return flood risk.

The site lies on a safeguarded mineral resource (sand and gravel) and any development proposals will need to address this (see Norfolk County Council's Core Strategy Policy CS16 - Safeguarding mineral and waste sites and mineral resources).

Constraints and features

- Risk of flooding (almost wholly zone 3 by EA mapping; zones 1, 2, 3a & 3b by SFRA 2007 mapping).
- Minerals (sand and gravel) safeguarding area.

Reasoned Justification

The site provides valuable sports and recreation facilities for a wider area. The policy is intended to facilitate the continuation of this, while ensuring the interests of the landscape, neighbour amenity and flood risk are appropriately addressed.

This policy is intended to provide clarity and consistency in the approach to future development of the area, and in particular to stress the importance of the landscape sensitivity of this area of floodplain and grazing marshes, and potential impacts on neighbours' amenity.

The Authority is aware of the management committee's aspirations to improve the layout of the venue and provide further sport and recreation facilities, both indoors and outdoors. This policy

generally supports appropriate improvements to the facility that would benefit the health and wellbeing of the community as well as appropriate amendments to enable greater and improved social use of the site.

On the issue of transport and access to the venue, the requirement of the policy for a robust travel plan that is deliverable will assist the venue in accommodating demand for parking, especially at peak times. The aim being to seek modal shift away from single occupancy car use thus reducing the demand for car parking spaces. Such a travel plan needs to address the usage of the entire site.

The Bungay and Ditchingham area is one of the darkest areas of the Broads with readings typically over 20.5 Arc Magnitudes per Second. As part of any proposals there could be opportunities to address current external lighting. New lighting proposals should be in line with Policy PUBDM22 on light pollution.

The restriction of the location of any 'assembly and leisure' uses is made on the advice of the Environment Agency and in furtherance of national policy on flood risk, recognising that these are not appropriate in those parts of the site at a higher degree of risk where outdoor sports and recreation, and essential facilities such as changing rooms may be.

Evidence used to inform this section

- Policy rolled forward from Sites Specifics Local Plan 2014. Changes suggested as a result of meeting the management of the site as well as to reflect the Dark Skies study 2016.

Monitoring Indicators

- Planning Applications permitted in accordance with (or otherwise) this policy)

Policy PUBDIT3: Ditchingham Maltings Open Space, Habitat Area and Alma Beck

Inset map 6

The areas defined on the policies maps (including Alma Beck) shall be protected as open space and habitat area.

The area allocated as open space will be kept open because of its contribution to amenity, townscape and recreation as well as providing an important pedestrian link from Ditchingham Dam through the site to the crossing of the A143 into Ditchingham.

The habitat area will be conserved and enhanced for its contribution to the landscape, its wildlife and openness.

Constraints and features

- New development nearby (Ditchingham Maltings)
- Path runs through open space
- Alma Beck is an IDB drain.
- As per policy, habitat area and open space on site.

- Beck and surrounding area classed as flood zone 2 (EA mapping)

Reasoned justification

The habitat and open space areas were provided as part of the Ditchingham Maltings major development, completed in 2016. Both areas contribute to the character of the area, with the open space providing space for residents and visitors to play and use for informal recreation. The open space also acts as an important pedestrian link through the site linking Ditchingham Dam to Ditchingham and the services and facilities the village offers.

The habitat area benefits wildlife on the site by retaining, enhancing and creating habitats and maintaining favourable conservation status of bat species. Much of this habitat area falls outside of the Broads Authority Executive Area and South Norfolk District Council have been contacted with regards to allocating the rest of the habitat areas in their future Local Plan.

Alma Beck forms part of the open space and habitat area allocation because of its contribution to the amenity, recreation and biodiversity value of the area. It is an Internal Drainage Board drain maintained for its drainage function and enhanced for its importance to wildlife.

Evidence used to inform this section

- The Ditchingham Maltings planning application.

Monitoring Indicators

- Applications which change the habitat area and open space.

1.7 FLEGGBURGH

Policy PUBFLE1: Broadland Sports Club

Inset map 7

The continued use of the area for sports facilities will be supported.

Proposals to improve and provide new facilities will be supported if:

- (i) They are of high standards of design, materials and landscaping;
- (ii) Steps are taken to reduce light pollution where possible;
- (iii) New lighting installations do not contribute to light pollution;
- (iv) Proposals manage flood risk on the site and do not increase flood risk elsewhere;
- (v) Proposals avoid adversely impacting designated nature sites; and
- (vi) Any demand for additional car parking is addressed.

Before any further development is permitted here, whether it would generate additional traffic or maintain existing levels, the operators of the Broadland Sports Club will be required to produce and implement a robust travel plan for the entire site.

Constraints and features

- Part in flood zone 2 and 3 (EA mapping)
- Adjacent to the Trinity Broads SSSI and the Broads SAC

Reasoned Justification

The Authority supports the continued use of the Sports Club to reflect the benefits it provides to health and wellbeing of the community. The Authority is aware of the aspirations of the Club to improve the venue and raise the standard of the facilities it offers so as to be a regionally important area for racquet sports, and to improve the swimming pool provision and storage to expand the exercise offer.

The venue is however subject to some constraints such as flood risk and proximity to a Site of Special Scientific Interest. Broadland Sports Club is also fairly remote from significant areas of population and attracts people from as far away as Winterton on Sea. These will be particularly important considerations for future proposals.

On the issue of transport and access to the venue, the requirement of the policy for a robust travel plan that is deliverable will assist the venue in accommodating demand for parking, especially at peak times. The aim being to seek modal shift away from single occupancy car use thus reducing the demand for car parking spaces. Such a travel plan needs to address the usage of the entire site.

The Trinity Broads area is one of the darkest areas of the Broads with readings typically over 20.5 Arc Magnitudes per Second. As part of any proposals there could be opportunities to address current external lighting. New lighting proposals should be line with Policy PUBDM22 on light pollution.

Evidence used to inform this section

- Policy reflects meeting the management of the site as well as to reflect the Dark Skies study 2016 and other constraints nearby (using GIS mapping).

Monitoring Indicators

- Planning Applications permitted in accordance with (or otherwise) this policy)

1.8 GREAT YARMOUTH

Policy PUBGTY 1: Marina Quays (Port of Yarmouth Marina)

Inset Map 8

The reuse and enhancement of existing facilities at Marina Quays for river and other leisure users, or appropriate redevelopment, will be encouraged where this is compatible with the flood risk to the site.

Careful consideration will be given to the design, scale and layout of any redevelopment, its potential additional impacts on nearby residents, and its role as a landscape buffer between the Bure Park and more urban areas.

Any boatyard/marina uses will need to address risks to the natural environment, including disturbance and water pollution in relation to designated sites.

Constraints and features

- River frontage with riverside footpath passing through;
- Adjacent to Bure Park;
- Petrol station and main road (Caister Road) adjacent.
- Flood risk (zone 3 by EA 2012 mapping).
- Some areas of the river are not the required depth for safe mooring and dredging is likely to be required. Dredging immediately in front of the Quay heading would be the responsibility of the landowner or operator. Discussions with the Broads Authority, in order to obtain a works licence, would be required.
- River in this area is tidal and water flow can be quite fast.
- Halvergate Marshes Conservation Area over the river.
- Adjacent to the extended Outer Thames Estuary pSPA.

Reasoned Justification

The marina, public house, and public toilets on this site are currently closed and boarded up. While their reuse and upgrading would be welcome, it is uncertain whether this will be achieved. The policy wording reflects this situation, and also supports alternative redevelopments which will bring the area back into use while addressing the need to ensure appropriate regard is given to neighbouring uses and occupiers. Any such development would be subject to the Natural Environment policy and required to demonstrate no likely adverse impact on the integrity of Natura 2000 sites, including Breydon Water.

The Environment Agency advises that more recent evidence indicates the flood risk to the area is greater than that suggested by the Broads Strategic Flood Assessment, and while this may limit the potential for other development, the continued use for boating and for outdoor leisure is likely to be compatible with flood risk policies. The EA also draws attention to this site in relation to the potential for water pollution from boatyard or industrial uses in waterside sites.

Evidence used to inform this section

- Policy rolled forward from Sites Specifics Local Plan

Monitoring Indicators

- Planning Applications permitted in accordance with (or otherwise) this policy.

1.9 HORNING

Horning – Knackers Yard Water Recycling Centre

To ensure the protection of designated sites, no new development requiring connection to the public foul drainage system within the Horning Catchment should take place until it is confirmed capacity is available within the foul sewerage network and at the Water Recycling Centre to serve the proposed development. See information at PUBDM1 and the Joint Position Statement.

<There is no HOR1 to avoid confusion with the adopted Sites Specifics Local Plan 2014. HOR1 relates to development boundaries and is now included in PUBDM33>

Policy PUBHOR2: Car Parking

Inset Map 9

The continued use of this land for car parking for visitors will be supported. Improved cycle parking provision, in a more prominent and useful location will also be supported.

Environmental improvements and landscaping will be encouraged to improve its contribution to the character and appearance of the Conservation Area and to visual amenity and to address surface water runoff.

Constraints and features

- Within Horning Conservation Area.
- Not far (across river) from SSSI.
- Flood risk (zones 1, 2 & 3 by EA mapping).
- Knackers Woods Water Recycling Centre.

Reasoned Justification

Horning is a popular location for its views, boating, shops, public houses, river boat trips and more. Most visitors and residents arrive by car. The car parks in the village are important to the village's economy and to the value of the area for enjoyment of the Broads. The existing pay and display car/coach park does intrude somewhat into the village scene close to the riverside, but it would be very difficult to find a satisfactory alternative of similar capacity, given the layout and sensitivity of the locality.

There is a second important parking area near the staithe. This is also protected in this car parking policy.

Proposals will need to meet the requirements of policy PUBDM22 as the Horning area generally has good dark skies.

Evidence used to inform this section

- Policy rolled forward from Sites Specifics Local Plan as well as to reflect the Dark Skies study 2016.

Monitoring Indicators

- Car parking spaces lost.

Policy PUBHOR3: Horning Open Space (public and private)

Inset Map 9

This area of open space is conserved for its contribution to the character and landscape of Horning, and the amenity of residents and visitors.

The area marked on the policies map will be retained as private open space for its contributions to the character and appearance of the village.

Constraints and features

- Within Horning Conservation Area.
- Just across river from SSSI.
- Flood risk (zones 1, 2 & 3 by EA mapping).

Reasoned Justification

This is a well-used and appreciated open space, contributing to the amenity of residents and visitors to the area, to the setting of nearby historic buildings, and to the wider landscape of the area. Although there are many other spaces around Horning which contribute in various ways to the appearance and amenities of the area, this is perhaps the most characteristic and important to its sense of place and role as a focus for visitors.

Specifically identifying this as open space is intended to complement the development boundary shown for other parts of Horning, and also to clarify that the various types of development which the Local Plan would normally permit adjacent to or outside a development boundary would not be acceptable in the defined area.

At the time of writing, the area marked as 'private open space' is a pub garden. As such, this is not public open space as access onto this private land is only for paying customers of the pub. This landscaped open space does add to the character and attractiveness of the staithe, and will be retained in this generally open and attractive state for the benefit of pub users as well as for the quaint appearance of this area to those on both land and water.

Evidence used to inform this section

- Site Specifics Local Plan policy and site visits.

Monitoring Indicators

- Applications which change the open space.

Policy PUBHOR4: Waterside plots

Inset Map 9

The designated area of waterside plots will be protected from over-intensive development and suburbanisation (including from the character of moorings and boundary treatments). The maintenance or upgrading of existing buildings will be encouraged and their replacement permitted where this is consistent with the openness and the low key and lightweight forms of building (which is generally characteristic of the area) and policies on flood risk. Proposals need to improve the existing disposal of surface water and ensure that any additional surface water generated by the

development is addressed appropriately

Development should contribute where feasible to:

- a) an upgrading of private sewerage systems, and
- b) an increase in the amount of trees and other planting in the area (with due regard to avoiding creating wind obstruction near the riverside which might affect sailing on the river).

Constraints and features

- Parts close to (across river) SAC, SPA, Ramsar, and SSSI.
- Flood risk (zone 3 by EA mapping).
- Knackers Woods Water Recycling Centre.

Reasoned Justification

The Policy seeks a balance between updating and redevelopment of the waterside plots, while retaining the best characteristics of the area and discouraging suburbanisation and over-intensive development. The wording of the policy seeks to clarify what the Authority is trying to achieve, and focus on the key qualities to be addressed in any development.

The sailing club is excluded, and is subject of a separate policy (POHOR 5).

Proposals will need to meet the requirements of policy PUBDM22 as the Horning area generally has good dark skies.

Applicants are directed to the Authority's adopted Mooring Design Guidance⁷⁹.

Evidence used to inform this section

- Policy rolled forward from Sites Specifics Local Plan as well as to reflect the Dark Skies study 2016.

Monitoring Indicators

- Planning Applications permitted in accordance with (or otherwise) this policy.

Policy PUBHOR5: Horning Sailing Club

Inset Map 9

Continued use of the island for sailing facilities will be supported.

Maintenance and upgrading, or replacement, of existing buildings for this use will be supported where this is consistent with the character of the riverside area and policies on flood risk. Dwellings, business uses and holiday accommodation will not be permitted.

Development proposals in this area will be required to:

⁷⁹ http://www.broads-authority.gov.uk/_data/assets/pdf_file/0005/703940/Mooring-design-guide.pdf

- i) Be of high standards of design;
- ii) limit the height, bulk and extent of building to retain the general openness of the area in which the club is located;
- iii) provide permeability of hard surfaced areas and sustainable drainage systems (SUDS);
- iv) avoid impacting the amenity of nearby occupiers;
- v) improve the existing disposal of surface water and ensure that any additional surface water generated by the development is addressed appropriately; and
- vi) avoid impacting navigation and nature conservation (including designated Natura 2000 sites).

The continued use of the land south of the footbridge (next to HOR2) for car parking associated with the sailing club is supported, but built development here would not be acceptable.

Constraints and features

- Lies within Horning Conservation Area.
- Just across river from SSSI, SAC, SPA, and Ramsar Site.
- Flood risk (zone 3 by EA mapping).
- Knackers Woods Water Recycling Centre.

Reasoned Justification

In reviewing the Local Plan policy HOR1, it was considered that it would be preferable to treat the sailing club separately from the holiday and residential waterside plots around it. This allows the encouragement of the continuation of this valuable use in the location, and allows the Policy wording to be better focused on the particular likely redevelopment issues relating to a sailing club and to its immediate surroundings. The land off the island is considered suitable for car parking associated with the sailing club, but built development here would reduce the area's contribution to the openness of the area in general and the adjacent public open space in particular.

The Habitats Regulations Assessment identified the potential for future developments at the club to have adverse effects on the nearby Natura 2000 sites. The Habitats Regulations and Policy PUBDM13 require that this potential is assessed and avoided in respect of any future planning application.

Proposals will need to meet the requirements of policy PUBDM22 as the Horning area generally has good dark skies.

Evidence used to inform this section

- Policy rolled forward from Sites Specifics Local Plan as well as to reflect the Dark Skies study 2016.

Monitoring Indicators

- Planning Applications permitted in accordance with (or otherwise) this policy.

Policy PUBHOR6: Crabbett's Marsh

Inset Map 9

This area will be protected for its landscape and nature conservation value. It is also recognised that the access here is a major constraint.

All forms of new built development will be firmly resisted, as will the stationing of vehicles, caravans and boats. (In this context the stationing of boats excludes short-term halts of waterborne craft in the course of navigation.)

Acceptable uses are likely to be those which are compatible with its semi-natural and undeveloped state, such as intermittent and very low level private leisure use.

Constraints and features

- Tree preservation order for this and adjacent area, which also forms an important backdrop to Horning.
- Alder Carr woodland is a Broads Biodiversity Action Plan priority habitat.
- Not far (across river) from SAC, SPA, Ramsar, SSSI.
- Article 4 Direction (1972) removes permitted development rights for gates, fences, walls and enclosures; temporary use of land under '28 day rule'; etc.
- Flood risk (predominantly zone 3 by EA mapping, with small areas of zones 1 & 2).

Reasoned Justification

Attempts to control the incremental development of this area go back to at least the early 1970s, and have been complicated by the sale and purchase of individual 'leisure plots' without always sufficient regard to the lawful uses of the land. During that time a very limited amount of development has either been granted planning permission or become immune from enforcement action, but more generally the Authority (and its predecessors as local planning authority) has sought to resist built development and engineering works such as the building of roads and the cutting of mooring basins.

The policy seeks to resist the erosion of the area's landscape and nature conservation value, and recognising the limitations of the road access, while revising the wording to clarify what the policy is seeking to achieve and the acceptable range of possibilities.

When referring to built development, this includes sheds and similar structures; and such engineering works as raised ground levels, road building, and creation of moorings, cuts, paved tracks, hard-standings or moorings.

The stated protection of this site, and the restriction on caravans, etc., is supported by the Environment Agency on flood risk grounds.

Evidence used to inform this section

- Policy rolled forward from Sites Specifics Local Plan.

Monitoring Indicators

- Planning Applications permitted in accordance with (or otherwise) this policy.

Policy PUBHOR7: Horning - Boatyards, etc. at Ferry Rd. & Ferry View Rd.

Inset Map 9

The land identified on the Adopted Policies Map will be subject to Broads Policies on **General Employment and Boatyards (to follow in publication version)** and for the purposes of **PUBDM35** (New Residential Moorings) will be treated as if adjacent to the development boundary.

Developments shall include

- a) appropriate measures to manage any risk of water pollution arising from development;
- b) improvements to the existing disposal of surface water and ensure that any additional surface water generated by the development is addressed appropriately;
- c) significant landscape planting to help soften the appearance of the area, integrate it into the wider landscape, and support wildlife and biodiversity (e.g. by use of nectar mixes), but subject to avoiding the creation of additional wind shadowing of the river affecting its sailing value; and
- d) pay particular regard to the setting of the nearby listed buildings.

The range of potential development will be constrained by the high flood risk to most of this area and the application of national and local policies on flood risk.

Constraints and features

- Close to SAC, SPA, Ramsar site, SSSI, NNR.
- Flood risk (predominantly zone 3 by EA mapping, with small areas of zones 1 & 2).
- Knackers Woods Water Recycling Centre.
- Inappropriate use of drains; some of which are poorly maintained.
- nearby Grade II* Listed Hobbs Mill and Grade II Listed Horning Ferry Mill

Reasoned Justification

The area is somewhat separate from the heart of the village but provides an important range of boating and ancillary services and of moorings. Significant development has taken place in recent years. The boat and related services contribute to the character of Horning, the local economy, and sustaining marine skills.

The Policy gives certainty to the application of industrial and boatyard policies to the area. It has been further considered that it may be appropriate to permit residential boat moorings here, given the scale and character of the area, and the availability of nearby services, even though the area does not abut a development boundary, so the relevant policy is specifically applied to it (as it is to a limited number of other boatyards elsewhere).

Of particular importance to this area is the policy on Surface Water (**PUBxxx xxx**)

The Environment Agency highlighted that almost all the area is in flood risk zone 3b, and the need to address the risks of water pollution for waterside sites in boatyard use.

Proposals will need to meet the requirements of policy PUBDM22 as the Horning area generally has good dark skies.

Evidence used to inform this section

- Policy rolled forward from Sites Specifics Local Plan.

Monitoring Indicators

- Planning Applications permitted in accordance with (or otherwise) this policy.

Policy PUBHOR8: Woodbastwick Fen moorings

Inset Map 9

This area will be conserved for the green and semi-natural backdrop it gives to Horning village while providing a significant number of moorings for navigable craft. Improvements to the appearance of the area will be sought, and, if opportunities arise, the removal of houseboats and residential moorings.

Particular care will be taken to protect the landscape, environmental and wildlife value of Woodbastwick Fen, including the adjacent internationally protected wildlife site.

The defined area will be kept generally free of buildings and above ground structures. Provision of unobtrusive moorings, steps, ramps and small scale storage lockers, for use incidental to the enjoyment of the moorings will be supported. External storage, and extensive hard paving or boardwalks, will not be acceptable.

No new moorings will be permitted on the river frontage, in order to avoid further restriction of the navigable area of the river.

New residential moorings or houseboats will not be permitted. The area will be treated as not being adjacent to a development boundary for the purposes of Policy PUBDM35.

Constraints and features

- Immediately adjacent to (and slightly overlaps) SSSI, SAC, SPA, Ramsar site.
- Part of setting of the Horning Conservation Area on the opposite bank of the river.
- Flood risk (zones 2 & 3 by EA mapping).

Reasoned Justification

The area is an important boating resource, but very sensitive in terms of landscape, wildlife and habitats, and also with potential to impinge on navigation in this, one of the busiest stretches of water in the Broads.

Woodbastwick Parish Council has specifically sought restrictions to development in the parishes so as to retain the natural landscape where important habitats have evolved.

The area excludes the less developed western extent of moorings, which is now considered best treated as open countryside for planning purposes.

The Policy's restriction on buildings, and intended removal of houseboats and residential moorings if opportunities arise, are supported by the Environment Agency on flood risk grounds.

The houseboats and residential moorings give rise to parking problems in the village and reduce the use of the staithe by the public. They also have limited, if any, facilities such as water, and tend to look unsightly.

Applicants are directed to the Authority's adopted Mooring Design Guidance⁸⁰.

Evidence used to inform this section

- Policy rolled forward from Sites Specifics Local Plan.

Monitoring Indicators

- Planning Applications permitted in accordance with (or otherwise) this policy.

Policy PUBHOR9: Land on the Corner of Ferry Road, Horning

See map 9

The existing live/work units shall be retained for the contribution they make to small business and the local economy. The ground floors shall be used for A1, A2, A3, B1 and B2 uses (use classes order 1987 as amended). Such uses shall be capable of being carried out without detriment to the amenity in the area. The upper floors shall be used as residential for persons solely or mainly employed in the management or operation of the business activity on the ground floor below.

Proposals need to improve the existing disposal of surface water and ensure that any additional surface water generated by the development is addressed appropriately.

Constraints and features

- Close to SAC, SPA, Ramsar site, SSSI, NNR.
- Flood risk (predominantly zone 3 by EA mapping, with small areas of zones 1 & 2).
- Knackers Woods Water Recycling Centre capacity constraints.

Reasoned Justification

The live/work units are a unique offer in the Broads. They offer business space, residential accommodation, off-street-parking and have moorings associated with them. Each unit is relatively small and provides an opportunity for small-scale and new businesses to become established with reduced overheads as the operators can live onsite.

⁸⁰ http://www.broads-authority.gov.uk/_data/assets/pdf_file/0005/703940/Mooring-design-guide.pdf

These units remained vacant for some time following construction and detracted from the appearance and experience of this part of Horning. The objective of this policy is to retain the units in beneficial use and ensure their contribution to the local economy and community is maintained long term.

Any business use must not affect the amenity of nearby land uses in line with policy PUBDM21.

The site is outside of a development boundary and therefore dwellings would not normally be permitted. However, residential use is restricted to the upper floors only and must be used only by staff (and family) associated with the business operating on the ground floor.

Alternative uses will only be considered in line with this policy if it can be satisfactorily demonstrated the existing permitted range of uses are not financially viable and the proposed new use is compatible with flood risk, protecting amenity and the location outside a defined development boundary and other policies in this Local Plan. The Authority will need to verify the content of any viability report and may need to employ external expertise to do so (the applicant will need to meet the cost of this).

Evidence used to inform this section

- Site visits and planning application history

Monitoring Indicators

- Planning Applications permitted in accordance with (or otherwise) this policy.

1.10 HOVETON AND WROXHAM

<Please note that there is not a policy HOV1 to avoid confusion with the Sites Specifics Local Plan 2014. That original policy has been combined with other policies to form the development boundaries policy>

Policy PUBHOV2: Green Infrastructure

Inset Map 10

The identified significant areas of green infrastructure will be retained for their combined and respective contributions to the character and appearance of the village, the amenity of visitors and local residents, flood water capacity and nature conservation.

Constraints and features

- Parts lie within the Wroxham Conservation Area.
- Most at serious risk of flooding, according to SFRA.
- Flood risk (zones 1, 2 & 3 by EA mapping).

Reasoned Justification

This Policy seeks to protect a number of areas of open space/green infrastructure. It is important to recognise that it is protecting their openness and not specifically promoting public access to them. Parts of the proposed area have public access, but others are private and do not.

The area has four distinct parts.

1. The first area is off Brimblelow Road, much of which is private garden and mooring, but makes an important contribution to the landscape and amenity of the vicinity, a visual and wildlife link to the open land (marshes and woodland) close to the east, and where significant development would not, in any case be acceptable because of flood risk and access/highway limitations.
2. The second area comprises the extensive gardens of properties in Beech Road. The inclusion of the area in this policy is intended to provide greater clarity about what the Authority wishes to see here, and to avoid some recent developments creating a precedent.
3. The third area is the public open areas along the riverside between Granary Quay (included) and stretching up past the pub, moorings, Visitor Centre, Railway Bridge and a little beyond. Hoveton Parish Council have previously stated that they wished to see Granary Staithe kept open and accessible to the public for the enjoyment of both residents and visitors and as an asset on the northbound entry into Hoveton, and that this view is widely supported by feedback they have had from residents.
4. The fourth area is the public staithe, Trafford Memorial Ground, Caen Meadow area off Church Road, as proposed by Wroxham Parish Council. The area is remote from the development boundaries in this plan but very close to those of the development boundary in the current Broadland Local Plan just across the road and outside the Broads boundary.

The wording of the Policy is intended to highlight their common and combined value and treatment, while recognising the differences in their qualities and access.

Evidence used to inform this section

- Policy rolled forward from Sites Specifics Local Plan.

Monitoring Indicators

- Green Infrastructure lost.

Policy PUBHOV3: Station Road car park

Inset Map 10

This area will be retained in use for car parking. Environmental improvements and landscaping will be encouraged to improve its contribution to the character and appearance of the area.

Constraints and features

- Flood risk (zones 1, 2 & 3 by EA mapping).

Reasoned Justification

The availability of sufficient parking is a major factor in the continued success of businesses in the area and to the vitality of Wroxham and Hoveton. Given the nature of the hinterland, car use is the

primary means of access to facilities for most people. The availability of the present level of parking is important to maintain that access. The concentration of car parking (here and elsewhere around the village) also helps reduce the clutter of cars in the wider townscape.

Evidence used to inform this section

- Policy rolled forward from Sites Specifics Local Plan.

Monitoring Indicators

- Car parking spaces lost.

<Please note that there is not a policy HOV4 in the Preferred Options. We await North Norfolk's retail evidence and a policy will be in the publication version of the Local Plan>

**Policy PUBHOV5: Brownfield land off Station Road, Hoveton
Map 10.**

The following sites are allocated for the following uses:

A: Former Broads Hotel Cottage site is allocated for A3 and A4 land uses (land use class order 1987 as amended). Retail and an element of residential, in particular affordable housing, may be acceptable.

B: Former Waterside Rooms is allocated for A3 and A4 land uses (land use class order 1987 as amended). Retail and an element of residential, in particular affordable housing, may be acceptable.

C: Building next to the King's Head pub is allocated for holiday accommodation.

With regards to the former Waterside Rooms and the building next to the King's Head, the Authority would welcome a comprehensive scheme that covers both areas in order to deliver a mixed use scheme that takes advantage of this waterside location within the centre of the village and offers environmental and visual improvements.

Proposals for these sites off Station Road will need to address each of these criteria:

- i) Careful consideration will be given to the design, scale and layout of any redevelopment and potential additional impacts on nearby land uses;
- ii) Proposals must enhance the appearance of the area including the public realm;
- iii) Reinforce the relationship with the already established riverside walk;
- iv) Part of the sites are at risk of flooding and the type, siting and layout of development will need to take account of this in conformity with national policy;
- v) Appropriate measures to manage any risk of water pollution arising from development are required to be put in place; and
- vi) Proposals to provide car parking must be thoroughly justified and if the need is proven, must be well designed.

Constraints and features

- Near to Wroxham Bridge, which is a Scheduled Monument.
- Land next to the King's Head pub is partly in flood risk zones 2 and 3.

- Former Waterside Rooms and Former Broads Hotel Cottage site are partly within flood zone 2.
- Station Road and the footpath along the river run either side of these sites. These sites are en route from the car parks at Hoveton as well as the railway station.
- Popular area for boats to be moored.
- Successful King's Head pub nearby.
- Former Broads Hotel site is in North Norfolk (this site has been cleared of buildings, but vegetation seems to have grown back)

Reasoned Justification

This Local Plan seeks to address some redundant/underutilised or derelict sites around the Broads Authority Executive Area. Such sites can have a negative impact on the landscape, townscape or waterscape and if brought into an appropriate use in an appropriate way, can then become an important asset to the area.

The three sites that are allocated in Hoveton are close to each other along Station Road. Two of the sites are either derelict or have been demolished and the third site is underutilised and is also boarded up.

a) Former Broads Hotel Cottage site

This site was linked with the Broads Hotel over the road and was demolished soon after the hotel on behalf of North Norfolk District Council because it was unsafe. The policy requires the site to be used as food and drink with the potential for retail and residential use to reflect the central village location.

The Authority would wish to see food and drink, retail or holiday accommodation. Some market residential could be acceptable as part of a mixed use scheme. Affordable housing in particular would be welcomed.

b) Former Waterside Rooms

This former public house has been derelict for some time and can be viewed from the water, thus detracting from what is otherwise a popular and well maintained area of Hoveton riverside. The policy seeks regeneration of this site. Demolition and redevelopment could be acceptable. Any scheme will need to be of the highest quality of design to reflect the prominent waterside location as well as the nearby collection of buildings associated with the King's Head Pub (also part of this policy). The Authority would wish to see food and/or drink premises in this location. The Authority would consider retail and residential. Affordable housing in particular would be welcomed.

c) Buildings next to the King's Head pub

This interesting building seems underused and has great potential to be improved and brought into better use. This site could provide some holiday accommodation to counter the loss of the Hotel on Station Road. The buildings are of heritage value and also make a significant contribution to both the street scene and riverside at Hoveton. The Authority seeks to retain and re-use them, allowing the positive visual and heritage contribution they make to be retained. This could be in isolation or as part of a wider scheme for the Station Road area. This building and the Former Waterside Rooms are under the same ownership and a comprehensive scheme for the two sites considered together

would be welcomed. This could also address the car parking at the pub and the courtyard could be brought into a better use that reflects its waterside location.

Other considerations

The policy also lists some considerations that are relevant to the three sites and other policies of the Local Plan are likely to be of relevance.

This area is very prominent both from the river and Station Road. Many people walk past these sites between the car park and station to the village centre, along the river or by the road. Design and how proposals fit with the public realm in the area is of great importance.

This end of the village has many car parking spaces with even more provided the other side of the railway. The Authority is aware that some would like to see more car parking in this area of the village. Any proposals for car parking for public use must be thoroughly justified through a car park assessment undertaken at peak times over a suitable time period, assessing weekend and weekdays. Any proposals for car parking need to be well designed with safety being a key factor.

Evidence used to inform this section

- Site visits and local knowledge of this area

Monitoring Indicators

- Planning Applications permitted in accordance with (or otherwise) this policy.
- Development encroaches on the riverside walk.

Policy PUBHOV6: BeWILDerwood Adventure Park

The retention of the park as identified on the policies map, as an outdoor adventure and education facility will be supported.

Ancillary development to meet the operational needs of the park, alterations to existing development and modest new development that supports the outdoor adventure and education facility will only be acceptable if the following considerations are assessed and appropriately addressed:

- a) impacts on individual trees and the woodland as a whole;
- b) impacts on protected species and habitats;
- c) impacts on amenity of adjoining occupiers including from changes in activities on site and opening times;
- d) traffic, transport, access and parking;
- e) flood risk and water quality;
- f) ongoing management of the activities of the park to protect the trees, woodland, habitats and species; and,
- g) Impacts on visual amenity and landscape character of the area.

The outdoor adventure and education facilities shall remain within the existing main facility area (as

identified on X map)

Appropriate complementary diversification necessary to support the existing park may be acceptable, subject to consideration of the above points and other policies in the Local Plan and NPPF.

The policies map identifies three main areas:

- i) The main area of the outdoor adventure and education park;
- ii) The maturing woodland area is protected as a visual and amenity buffer. Small scale park related activities which do not cause adverse impact may be supported in this area; and,
- iii) The car parking and service areas will be retained in such a use.

CONSTRAINTS & FEATURES

- Previous surveys have found BAP invertebrates, bats, breeding birds, otter, and water voles.
- There are large areas of wet woodland.
- Flood risk has changed over time. Previous FRAs have found parts of the area in Flood Zone 2 and 3. Much more is affected when considering Climate Change allowance.
- The Three Rivers Way walking and cycle route passes by the entrance to BeWILDerwood.
- The site is also home to The Norfolk Broads Cycling Centre.

Reasoned Justification

BeWILDerwood Adventure Park is one of the major attractions in the Broads. There are Treehouses, zip wires, storytelling, boat trips and marsh walks and the BeWILDerwood education programmes offer cross-curricular activities.

Being such a unique and popular attraction, in a special setting, a policy is deemed necessary to manage change in a way that seeks to protect and enhance the trees, species and amenity of nearby and adjoining occupiers. The park has continued to develop incrementally since first opening, but the trees and habitat are sensitive to the activities of the park. A policy would also help the local community understand what may/may not happen in future.

The Park is required to be within the existing woodland because of visual, landscape and amenity impact.

The Horning Road access shall remain the primary access, with internal circulation on the track permitted by 2012/0038 and 2016/0063 and limited emergency and delivery access via Long Lane in accordance with 2012/0038 and 2016/0063. Any development which would result in an increase in visitor numbers should be served by appropriate sustainable transport options. Additional demands for on-site parking, if acceptable with regards traffic and highway safety, would need to be carefully designed to integrate into the landscape and protect the amenity of adjoining occupiers.

All proposed development within the park should be assessed in line with BS5837:2012 - Trees in relation to design, demolition and construction (or any successor standard). The policy seeks to

ensure the management of the existing development and any future development takes account of the following impacts on trees:

- Reduction in tree cover
- Compaction of roots and associated impact on tree vigour
- Severance of roots
- Impact damage
- Tree protection during construction
- Comprehensive and sustainable woodland management

Turning to habitats around the site:

- Wet Woodland: The wet woodland habitat is the most important and species rich of the habitats on the site. Any future development should avoid adverse impacts to wet woodland habitat and associated plant and invertebrate species.
- Grassland: used by resident breeding barn owls for hunting and should remain available and managed as such.
- Woodland: The woodland on the site supports many species including bats, birds and invertebrates, and some reptile potential such as grass snake. Any further development should take into account protected species mitigation and enhancement.

The policy identifies three main area of the Adventure Park.

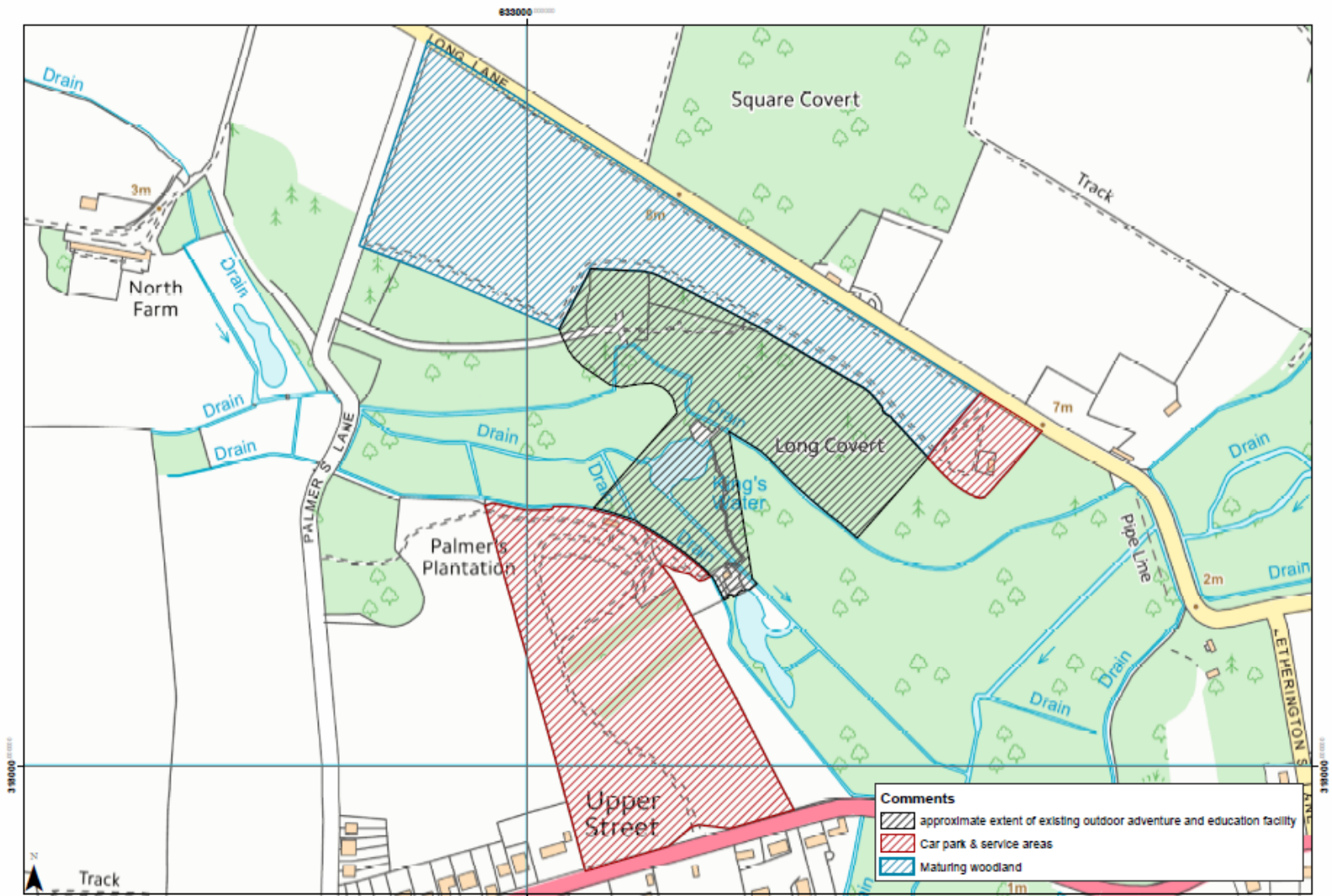
- i) The main area of the adventure park. In this area retention and alteration of the existing play structures and other features will be broadly acceptable. Some modest new development may also be appropriate. All proposals will be assessed against criterion a-g above.
- ii) The woodland area. The maturing woodland area is protected as a visual and amenity buffer. Small scale park related activities which do not cause adverse impact may be supported in this area; and
- iii) The car parking and service areas.

The car parking lies outside these areas but is an important component of the development and there are dedicated service areas. It would be appropriate to retain these uses in these areas.

The emphasis of this policy is in line with BeWILDerwood's own Environment Policy⁸¹ which states that the Parks was designed '*to have a light environmental impact and to carry a sustainable approach throughout every aspect of the business*'.

⁸¹ <http://www.bewilderwood.co.uk/environment-policy>

BEWILDERWOOD



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The Broads Authority Boundary dataset is a representation indicating the location of the executive boundary at 1:10000. The definitive paper map is held by the Broads Authority which shows the legal boundary at 1:10000.

Policy PUBHOV7 Hoveton Town Centre

Map xx

Hoveton Town Centre is identified as a medium town centre.

Proposals for shop extensions , expansion and re use of vacant units for town centre uses will be supported as long as they:

- i) are of a scale appropriate to the size of Hoveton Town Centre;
- ii) respect the character of the centre including its retail function and historic interest;
- iii) enhance access to the Broads;
- iv) assist in maintaining the existing retail function; and
- v) contribute to the vitality and viability of the Town Centre.

Retail uses A1 to A5 (as per the land use class order 1987 as amended) will be concentrated in the Primary Shopping Area as defined on the policies map.

For Town Centre land uses outside of the Town Centre a Sequential Test and Impact Assessment will be required. The Impact Assessment threshold for Hoveton Town Centre is locally derived and set at 500sq m gross. In addition to the NPPF requirements of impact thresholds (see NPPF paragraph 26) any impact assessment must include an assessment on locally important impacts such as, but not, limited to access to the river, traffic flows over the bridge, the safety of pedestrians crossing Norwich Road and the impacts on the provision of surface car parking.

The 2027 NNDC retail study identified limited potential to accommodate additional growth over the plan period, in the region of 1,234 gross Sqm. Proposals that seek to deliver additional retail A1- A5 will be supported in accordance with the identified Floorspace projections.

Appropriate improvements to the quality of the public realm, in particular the river frontage and access to the river will be supported.

Constraints/Features

- Actual Town Centre spans North Norfolk District Council and Broads Authority boundaries
- Localised congestion in the town centre and over the bridge into Wroxham.
- Hoveton Town Centre is classed as a Medium Town Centre in the emerging North Norfolk District Council Local plan.
- Town centre is dominated by Roys.
- Town Centre extends to near to the river and riverside area.

Reasoned Justification

This policy has been produced in coordination with North Norfolk District Council in recognition that the Local Planning Authority boundary is arbitrary and the town centre needs to be considered as a whole. The following map shows the entire town centre although the Policies maps of North Norfolk DC and the Broads Authority will only show the part of the Town Centre within their respective areas.

The North Norfolk Retail and Main Town Centre Uses Study (2017) supports the policy approach for Hoveton Town Centre as the shops in Hoveton are identified as trading below national levels, there is a low retention rate especially for comparison goods resulting in expenditure leakage to Norwich. That being said, the town's tourist role is an equally important one and a broad mix of retail establishments across the town is

seen as important to maintain the whole towns vitality and viability. The shop vacancy rate in Hoveton is also low. In terms of meeting the requirements, this could be accommodated in vacant units and extensions.

The Retail Study recommends that Hoveton Town Centre should not have Primary or Secondary Frontages. This is because of the dominance of Roys of Wroxham (i.e. a small number of large Class A1 units) and the predominance/scatter nature of tourist related facilities.

The **sequential test** for town centre uses outside of the town centre (NPPF paragraph 24) need to consider cross boundary policies and treat the town centre as a whole and indeed Hoveton as a whole rather than limit to the area within the Broads Authority. It may be prudent to also include Wroxham as the two settlements adjoin each other. Note that this requirement is for the town centre as a whole and could be met in either of the Local Planning Authority Areas (or through a combination of sites in both).

A locally set threshold of 500 sq.m gross for the **Impact Assessment** would be appropriate for retail and leisure development in Hoveton/Wroxham reflecting the existing scale of the town centre and the floorspace projections. A threshold of 2,500 sq.m gross as stated in the NPPF (paragraph 26) would be significant in relation to the scale of existing retail provision in Hoveton/Wroxham and is more than double the total floorspace projection over the plan period.

830500



1.11 NORWICH

Inset Map 11

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wider Norwich area.

Redevelopment proposals will only be supported where they:

- a) Do not prejudice a comprehensive and deliverable mixed use scheme for the whole of the Deal Ground/Utilities Sites Core Area (including those parts outside the Broads boundary);
- b) Protect and enhance natural assets;
- c) Provide a high quality local environment through high quality design and landscaping;
- d) Balance scale and massing of development having regard to its location on the fringe of the countryside, and make a positive contribution to the views between the river and the site;
- e) Do not impede the navigation of the Rivers Yare and Wensum;
- f) Provide evidence, including a site flood risk assessment, to confirm that any development will be consistent with national and local policy in terms of both on-site and off-site flood risks
- g) Provide sustainable access, including the pedestrian and cycle links through the site and linking to the wider network;
- h) Provide public access to the length of the Yare riverfront;
- i) Are energy and water efficient;
- j) Identify, and provides remediation of, any existing ground contamination;
- k) Manage any risk of pollution of groundwater or river water arising from the proposed uses; and
- l) Make appropriate use of the safeguarded sand and gravel resources on the site where practicable (see Norfolk County Council's Core Strategy Policy CS16 - Safeguarding mineral and waste sites and mineral resources).

The provision of serviced self-build/custom build plots is encouraged.

Project Level Habitats Regulation Assessments will be needed to assess implications on sensitive European Sites. Measures to mitigate for the effects of new growth may be required, such as the provision of good quality on-site green infrastructure to mitigate for recreational disturbance."

The Authority will also expect the following to be delivered as part of the overall scheme unless it is demonstrated this cannot be achieved:

- i) A pedestrian/cycle link across the Wensum and Yare between the City Centre and Whitlingham Country Park
- ii) Improved opportunities for recreation
- iii) Improved facilities for recreational boating.

Constraints and features

- Close to Norfolk County Wildlife Site – Cary's Meadow.
- Likely to be of archaeological interest (Roman and WW2 finds in vicinity).
- Flood risk (zone 2 by EA mapping).
- Contributes to the urban/rural transition.
- Semi natural habitat on the edge of Norwich.
- Future growth could have an impact on the foul sewerage network capacity.

Reasoned Justification

The site is part of a much wider area of industrial land, now largely redundant, and stretching across the planning boundaries of the Broads Authority, Norwich City Council and South Norfolk District Council. This wider area is seen as having strategic development potential, but bringing development forward is complicated by access problems and the number of different landowners.

The wording for this Policy reflects, but simplifies and adds to, the content of the 'East Norwich Joint Statement' produced by Norwich City Council in association with the Broads Authority and South Norfolk DC.

The Environment Agency:

- supports the reference to the need to address flood risk issues, and highlights the need for Flood Defence Consent from the Agency for development and trees in proximity to the river;
- highlights the importance of protection against water pollution, that the site lies over groundwater resources and within Source Protection Zone 1, and the potential risks of water pollution from waterside sites in any industrial/boatyard uses; and
- draws attention to the potential of contaminated land.

Norfolk County Council identifies that the site includes a safeguarded minerals (sand and gravel) resource.

There may be a requirement for an evidence based, project level HRA, to inform the provision of greenspace that provides adequate daily recreation and dog walking facilities to meet needs and to provide European site mitigation.

There could be potential for serviced plots to be provided for people to build their own homes as part of any residential element of the scheme.

It is anticipated that the dwellings will be delivered between 2021 and 2025.

Evidence used to inform this section

- Policy rolled forward from Sites Specifics Local Plan.
- East Norwich Joint Statement

Monitoring Indicators

- Planning Applications permitted in accordance with (or otherwise) this policy.
- Number of dwellings delivered.

Policy PUBNOR2: Riverside walk and cycle path

Inset Map 11

Land will be safeguarded for a riverside walk and cycle path along the Wensum/Yare, and implemented in a way which links to the wider network of public access in the area.

Development of the walkway will need to address the archaeological and minerals potential of the area.

Constraints and features

- Likely archaeological interest in the area (Roman wharfs, WW2 structures found in vicinity).
- Flood risk (zone 2 by EA mapping).

Reasoned Justification

Public access to the riverside along this stretch of the Yare (from the confluence of the Yare and Wensum to the railway bridge over the Yare) has long been a policy objective. This is included in the aspirations for the development of the 'Utilities Site', but is proposed as an additional, separate Policy so that this is clearly indicated as an intention even if the adjacent site is developed later, or in a way different to that envisaged by that policy.

The Environment Agency highlights the need for Flood Defence Consent from the Agency for development and for any trees in proximity to the river.

The Safety by the Water policy requirements will be of particular importance to this riverside path.

Evidence used to inform this section

- Policy rolled forward from Sites Specifics Local Plan.

Monitoring Indicators

- Planning Applications permitted in accordance with (or otherwise) this policy.

1.12 ORMESBY ST. MICHAEL

Policy PUBORM1: Ormesby waterworks

Inset Map 12

Ormesby water treatment works will be protected from development which adversely affects the proper functioning of the waterworks and its contribution to the landscape and visual amenity of the locality.

Development reasonably required for the operation of the water treatment works, and the operator's statutory duties as a water supply undertaker, will be supported where this

- a) is designed to make a positive contribution to the local landscape or to minimise any negative visual impact, particularly when viewed from Ormesby, Ormesby Little, and Rollesby Broads;
- b) where the tree coverage of the site, which makes an important contribution to the character and appearance of the area is retained, and also protected during construction works;
- c) reduces light pollution; and
- d) has no adverse effect on the adjacent Special Area of Conservation and Site of Special Scientific Interest.

Constraints and features

- Site adjacent to and slightly overlapping with, SAC and SSSI.
- Flood risk (zones 1, 2 & 3 by EA mapping).

Reasoned Justification

Ormesby Waterworks, run by Essex & Suffolk Water, provides the public water supply for a large area around Great Yarmouth. The company is also involved in improvements to water quality in the Trinity Broads as part of the Trinity Broads Partnership.

The Policy is intended to continue to provide encouragement for the maintenance and upgrading of the works, while ensuring that the sensitivities of the area are fully addressed in any development.

Proposals will need to meet the requirements of policy PUBDM22 as the Trinity Broads generally has very good dark skies.

Evidence used to inform this section

- Policy rolled forward from Sites Specifics Local Plan and amended to reflect Dark Skies Study 2016.

Monitoring Indicators

- Planning Applications permitted in accordance with (or otherwise) this policy.

1.13 OULTON BROAD

<Please note that there is not a policy OUL1 to avoid confusion with the adopted Sites Specifics Local Plan. That original policy has been combined with other policies to form the development boundaries policy>

Policy PUBOUL2: Boathouse Lane Leisure Plots

Inset Map 13

The rural and semi-natural character of the area, its contribution to the views from the Broad, and flood water capacity will be protected.

Development will be strictly limited to support these aims, and in view of the poor road access and the serious risk of flooding affecting significant parts of the policy area.

The provision of...

- a) small scale storage lockers for use incidental to the enjoyment of moorings, or
- b) modest sized single room day huts, storage sheds and boat sheds

...will generally be permitted provided

- i) the plot within which they are located remains predominantly open;
- ii) the number of buildings does not lead to an over-developed site (usually one building is acceptable);
- iii) in the case of day huts and storage sheds these are sited well back from the water's edge and not prominent in views from the Broad; and
- iv) the design, materials and boundary treatments are not intrusive in the area or in views from the Broad.

The raising of ground levels will not generally be acceptable, in order to retain flood capacity.

The permanent or seasonal occupation of the land, vehicles, boats, etc., or the stationing of caravans, will not be permitted.

In the light of the potential for archaeological remains in the area an archaeological survey may be required in advance of any grant of planning permission.

Constraints and features

- Within Oulton Broad Conservation Area. Near (across broad) SAC, SPA, and SSSI.
- Article 4 Direction (1981) – removes permitted development rights for walls, gates, enclosures, etc.
- Flood risk (zones 1, 2 & 3 by EA mapping; mainly zones 3a & 3b, and some zone 2, by SFRA 2007 mapping).

Reasoned Justification

The area features some long-established leisure plots accessed by a narrow unmade lane. The area forms an important part of the setting of Oulton Broad and the trees and shrubbery contribute to a semi-natural appearance. Maintaining an appropriate balance between the lawful use of the land and the control of additional buildings, structures and vehicles that owners often want to install on their plots has been a challenge for many years.

The policy seeks to clarify what the Authority is trying to achieve, and permit a basic level of built development in support of the plots' lawful uses while minimising adverse impacts on the scenic beauty of the broad and on the flood water capacity of the area.

The Environment Agency supports the intention to keep buildings back from the river frontage/water front. While 'well back' is difficult to define and it depends on particular local circumstances in general setting the building back by a third of a plot could be appropriate. Being hard up or too close to the water's edge could enclose the river/Broad's edge and be overbearing. Setting of buildings with an undeveloped area in front will also allow architectural interest of buildings to be appreciated.

Evidence used to inform this section

- Policy rolled forward from Sites Specifics Local Plan.

Monitoring Indicators

- Planning Applications permitted in accordance with (or otherwise) this policy.

Policy PUBOUL3: Oulton Broad - Former Pegasus/Hamptons Site

Inset Map 13

This site is allocated for

- a) a boatyard use,
- b) and (optionally) housing, recreation, entertainment, or employment use (or uses) where compatible with the boatyard use, road access, neighbouring uses and flood risk.

Development of the site will be required to:

- i) Be of high standards of design;
- ii) Have high quality landscaping
- iii) Fully assess the impact of the development on the surrounding road network and demonstrate adequate capacity to meet the likely traffic demands and demonstrate adequate capacity or provision of adequate mitigation to meet the likely traffic demands of the site;
- iv) Incorporate appropriate measures to manage any risk of water pollution arising from the development;
- v) Incorporate appropriate measures to mitigate or remedy any ground contamination;
- vi) Provide evidence, including a site flood risk assessment, to confirm that any development will be consistent with national and local policy in terms of both on-site and off-site flood risks;
- vii) Take account of the site being within the Conservation Area; and
- viii) Provide appropriate and safe access to the water (slipways, moorings) and facilitate views of the water.

The provision of serviced self-build/custom build plots is encouraged.

In the light of the potential for archaeological remains in the area an archaeological survey may be required in advance of any grant of planning permission.

Project Level Habitats Regulation Assessments will be needed to assess implications on sensitive European Sites. Measures to mitigate for the effects of new growth may be required, such as the provision of good quality on-site green infrastructure to mitigate for recreational disturbance.”

Constraints and features

- Within the Oulton Broad Conservation Area.
- Opposite (across broad) SAC, SPA, SSSI.
- Flood risk (zones 1, 2 & 3 by EA mapping).
- Future growth could have an impact on the foul sewerage network capacity.
- Close to a pumping station.

Reasoned Justification

This is a visually prominent site on the Broad, now largely derelict. The Authority has long sought redevelopment of the site. It recognises that it is unlikely that the whole of it will remain in boatyard use, but seeks to retain boatyard use and the availability of moorings, etc. at the waterside because of its importance to the local economy and to the recreational value of the wider area. This policy sets out the Authority’s approach to achieving such redevelopment, and reflects the essentials of earlier adopted Supplementary Planning Guidance for the site published jointly with Waveney District Council.

A particular local issue is the congestion north of Mutford Lock, as set out in the Local Transport Plan, which may be impacted upon by development of this site. Any transport assessment under this policy should include this constraint. Suffolk County Council may seek contributions from this development, to mitigate any impacts on the highway network.

The Environment Agency highlights the need to address the risks of water pollution for waterside sites in industrial/boatyard use, and the need to deal with the risk of existing ground contamination.

There may be a requirement for an evidence based, project level HRA, to inform the provision of greenspace that provides adequate daily recreation and dog walking facilities to meet needs and to provide European site mitigation.

There could be potential for serviced plots to be provided for people to build their own homes as part of any residential element of the scheme.

Please note that this allocation received planning permission in 2012⁸². The policy is being carried forward from the Sites Specifics Local Plan 2014 because the permission is yet to be built out. It is anticipated that the dwellings will be delivered by the end of 2017.

Evidence used to inform this section

- Policy rolled forward from Sites Specifics Local Plan.

Monitoring Indicators

- Planning Applications permitted in accordance with (or otherwise) this policy.
- Number of dwellings delivered.

Policy PUBOUL4 - Oulton Broad District Shopping Centre

Oulton Broad District Shopping Centre is identified on the Policies Map.

Within the Oulton Broad District Shopping Centre proposals for changes of use of ground floor premises from Use Classes A1 (retail) and A2 (financial and professional services) to other non-retail uses including A4 (drinking establishments) and A5 (hot food takeaways) will not be permitted.

The following changes of use will only be permitted where either cumulatively or individually they have no significant adverse impact on the character, retail function, vitality and viability of the centre, residential amenity including noise, fumes, smell and litter, highway safety, parking and community safety:

- from Use Classes A1 (retail) and A2 (financial and professional services) to A3 (restaurants and cafes)
- other premises in the Oulton Broad District Shopping Centre to Use Class A3 (restaurants and cafés), A4 (drinking establishments) and A5 (hot food takeaways)

Constraints and Features

- Flood Zone 3 and 2 according to EA mapping.
- Centre is in Waveney and Broads Local Planning Authority areas.
- Next to protected open space – Nicholas Everett Park.
- Spar is the largest retail unit in this centre.
- In Oulton Broad Conservation Area.

Reasoned Justification

⁸² BA/2012/0271/FUL

The NPPF, at paragraph 23, says '*planning policies should be positive, promote competitive town centre environments and set out policies for the management and growth of centres over the plan period*'.

Recent retail evidence and on-site monitoring continues to identify Oulton Broad as a 'District Centre' where shops and services will be protected and prevented from changing to other uses. Planning Policy Statement 4 (PPS4) 'Planning for Sustainable Economic Growth' (now deleted), defines District Centres as a 'group of shops, separate from the town centre, usually containing at least one supermarket or superstore, and a range of non-retail services, such as banks, building societies and restaurants, as well as local public facilities such as a library'. There is currently no definition for District Centres in the NPPG or NPPF.

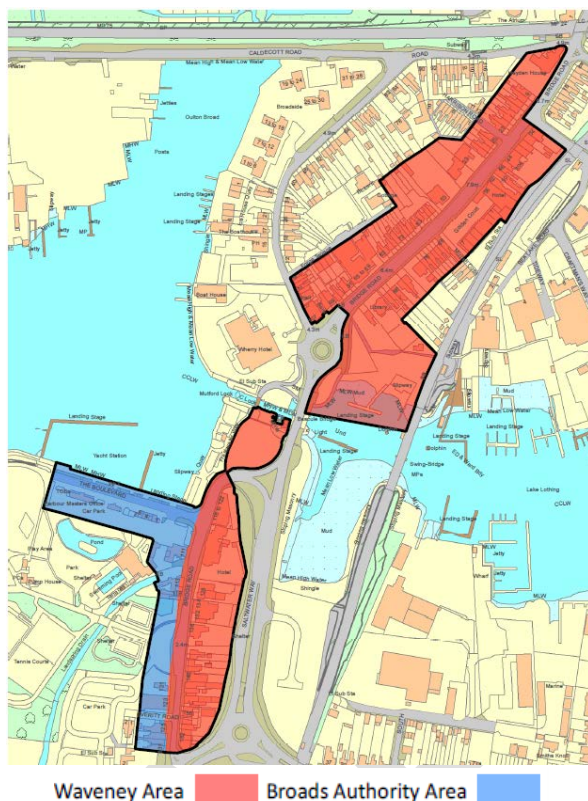
Oulton Broad District Centre is located around Bridge Road in Oulton Broad. The area is shared between the Broads Authority and Waveney District Council's Local Planning Authority areas. There are around 50 retail units currently in operation (according to 2016 monitoring data).

The 2016 Retail and Leisure Study says that the Centre has a relatively good mix of independent stores for its size but an under provision of banks and building societies. The Centre was principally identified as a 'top-up' food shopping destination in the household survey. The assessment suggest that there is potential to increase the convenience food offer as well as increase the number of cafes and restaurants to cater for the need of the local population and the wider tourist market. The assessment also identifies the potential to increase the linkages between the centre and the Broads.

The increase in the number of takeaways has been a cause for concern in Oulton Broad, with late opening times often being associated with anti-social behaviour that harms the amenity of local residents and the environmental quality of the areas. Concern has been raised that a continuation of this trend could reduce the centre's retail provision making it less attractive for local residents and thereby potentially affecting the viability of the remaining shops.

Policy PUBOUL4 is included within both the Waveney District Council Local Plan and the Broads Local Plan to reflect the centre's location across both planning authorities' area. The policy intends to protect the existing shopping and service offer in the Centre and promote new restaurants and cafes where they would not undermine the viability of the Centre. The policy restricts changes of use to A4 and A5 in order to address amenity concerns discussed previously.

It is acknowledged that some changes of use can take place without planning permission under the Permitted Development Order 2015 which allows some flexibility of uses within the area (dependent on size, final proposed land use and whether the site is located in the Broads or not). This policy will apply to circumstances where planning permission is required.



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Evidence used to inform this policy:

- Waveney District Council Retail and Leisure Needs Study (2016)
<http://www.eastsuffolk.gov.uk/assets/Planning/Waveney-Local-Plan/Waveney-Retail-and-LeisureNeeds-Assessment-2016/01-Waveney-Retail-and-Leisure-Needs-Assessment-2016.pdf>
- Waveney District Council Monitoring (various years)
<http://www.eastsuffolk.gov.uk/planning/local-plans/waveney-local-plan/monitoringinformation/annual-monitoring-report-2/>

Monitoring Indicators

- Changes in land use in line or contrary to this policy.

1.14 POTTER HEIGHAM BRIDGE

Policy PUBPOT 1: Bridge Area

Inset Maps 12e & 12f

The area around Potter Heigham Bridge, as identified on the Adopted Policies Map, will be further developed and enhanced as a location for river related leisure and tourism. Within this area identified on the Adopted Policies Map

- public realm and landscaping improvements are welcomed;
- new residential development will not be permitted; and
- the amenity of existing residential occupiers will be protected.

New development should not impact negatively on the Potter Heigham bridge or its setting as a Scheduled Monument and Grade II* listed building.

Proposals will also be designed to avoid contributions to light pollution as well as address existing sources of light pollution.

In addition the relevant policies of the Local Plan will apply with the following provisos:

At the Staithe

- a) Particular care will be taken to achieve improvements to the appearance and public realm of the area;
- b) Development which provides facilities supporting recreation and tourism will be supported; and
- c) Care will be taken to generally limit loss of existing car parking provision, and to ensure adequate car and cycle parking is provided to serve new facilities.

At the former Bridge Hotel site

- d) Particular care will be taken to achieve improvements to the appearance and public realm of the area;
- e) Development which provides facilities supporting recreation and tourism will be supported; and
- f) New holiday accommodation will only be permitted as part of a comprehensive scheme for the site which includes other appropriate recreation and tourism related provisions.

At the large retail outlet

- g) The retail use of this site will be protected;
- h) Appropriate and well-designed improvements or changes to the site will be supported;
- i) Care will be taken to avoid loss of existing levels of car parking provision, and to ensure adequate car and cycle parking is provided to serve these facilities.

CONSTRAINTS & FEATURES

- Potter Heigham Bridge is a scheduled ancient monument and Listed Grade II* building.
- Area close to SAC, SPA, SSSI.
- Flood risk (zones 2 & 3 by EA mapping; zones 1, 2 & 3 by SFRA 2007 mapping).
- Potential archaeological interest.

Reasoned Justification

The area around Potter Heigham Bridge is one of the most popular areas for visitors in the Broads. A range of attractions, including boatyard, cafe, public house, restaurant, shops, moorings and slipway, combined with direct access to and views of the River Thurne, contribute to the appeal.

Car parking in the area is privately controlled. With the number of visitors, boat hirers, workers and chalet occupiers wishing to park in the area, there is potential for the parking provision to come under significant

pressure, particularly at peak times. Provision of further car parking is problematic given the sensitivity of the area. It is therefore important to ensure none of the existing capacity is lost. The policy also seeks the provision of improved cycle parking of a useful design in accessible locations to aid visitors by means other than motor cars.

While environmental improvements and some upgrading of premises have occurred in recent years, there remains scope for further improvements and development. In particular the site of the former Bridge Hotel, at the southern end of the bridge, would benefit from a more attractive and permanent redevelopment.

Parts of the area are at risk of flooding. The relevant Local Plan and National Planning Policy Framework Policies will apply, and a site flood risk assessment may be required to establish the degree of risk.

The large retail outlet is an important visitor attraction in the area, drawing visitors from around the county and beyond. The policy seeks to protect this land use and allow appropriate and well designed improvements or changes to the business.

Bridge Green is designated as Local Green Space. See policy xxx.

The Policy provides encouragement and guidance for further improvements and facilities for the area.

Proposals will need to meet the requirements of policy 22 as the Potter Heigham Bridge area generally has good dark skies and is near to the area of darkest skies in the Broads.

Evidence used to inform this section

- Policy rolled forward from Sites Specifics Local Plan with minor amendments.

Monitoring Indicators

- Planning Applications permitted in accordance with (or otherwise) this policy.

Policy PUBPOT2: Waterside plots

Inset Maps 14

The rural and 'holiday' character of the area of waterside plots will be conserved.

a) CHALET PLOTS

Existing waterside chalet plots will be protected from over-development and suburbanisation, while allowing the maintenance and upgrading or appropriate replacement of existing buildings where this maintains the openness and the low key, lightweight and sometimes whimsical forms of building generally characteristic of the area, and is consistent with policies on flood risk.

Particular care will be taken to

- retain or reinstate an open margin, clear of buildings, to the river frontage;
- retain open areas around and between buildings, and views and glimpses between the river and the land behind the chalets;

- iii) limit the height, bulk and extent of buildings to approximately their present levels, and generally to a maximum of around (i) 70% of the plot width (excluding mooring basins coverage), and (ii) plot coverage of 70%, subject to the particulars of the site and its surroundings;
- iv) encourage the retention or provision of lawn, and flower or shrubbery planting;
- v) exploit any opportunities to reduce flood risk through the development;
- vi) reduce light pollution; and
- vii) consider the implications of any proposed development on navigation and nature conservation.

Additional dwellings or holiday accommodation will not be permitted, neither will permission be granted for permanent residential occupancy of holiday chalets.

b) MOORING PLOTS

Development will not be permitted other than appropriate moorings, and the provision of small scale storage lockers incidental to the mooring use of the plot.

c) UNDEVELOPED PLOTS

Development will not be permitted on undeveloped plots.

Constraints and features

- High flood risk – outside defences (zones 2 & 3 by EA mapping; zone 3b by SFRA 2007 mapping).
- Close to, and in places adjacent to, SAC, SPA, Ramsar site, SSSI.
- Parts close to Potter Heigham Bridge, which is both a Grade II* Listed Building and Scheduled Ancient Monument.

Reasoned Justification

This option continues the general approach of the 1997 Local Plan, but the changed wording rolls together what were two separate policies, and clarifies what it is trying to achieve and the way that development proposals will be judged.

Proposals will need to meet the requirements of policy PUBDM22 as the area covered by this policy generally has very good to excellent dark skies.

Evidence used to inform this section

- Policy rolled forward from Sites Specifics Local Plan and amended to reflect Dark Skies Study 2016.

Monitoring Indicators

- Planning Applications permitted in accordance with (or otherwise) this policy.

Policy PUBPOT3: Green Bank Zones

Inset Maps 14

Development will not be permitted within the 'green bank zones' defined on the Adopted Policies Map, in order to conserve the remaining openness and rural character of the area in the vicinity of the Thurne waterside plots and chalets.

Constraints and features

- High flood risk – outside defences (zones 2 & 3 by EA mapping; zone 3b by SFRA 2007 mapping).
- Close to, and in places adjacent to, SAC, SPA, Ramsar site, SSSI.
- Parts close to Potter Heigham Bridge, which is both a Grade II* Listed Building and a Scheduled Ancient Monument.

Reasoned Justification

Further spread of riverside plots would erode the landscape and special character of the locality, add to flood risk, threaten water quality and lead to further demand for car parking provision and utilities infrastructure.

Evidence used to inform this section

- Policy rolled forward from Sites Specifics Local Plan.

Monitoring Indicators

- Planning Applications permitted in accordance with (or otherwise) this policy.

1.15 ST. OLAVES

Policy PUBSOL1: Riverside area moorings

Inset Map 15

The defined area will be kept generally open, and uses limited to the mooring of boats and uses incidental to that activity. Particular care will be taken to ensure that any development is sensitively designed, landscaped and, where appropriate, screened from river views.

Provision of unobtrusive access tracks, parking areas, moorings, steps, ramps and small scale storage lockers, for use incidental to the enjoyment of the moorings will be supported.

The permanent or seasonal occupation of the land, vehicles, boats, etc., or the stationing of caravans, will not be permitted.

Constraints and features

- Article 4 Direction (1990) – removes wall/gate/enclosure PD Rights.
- Area at high risk of flooding (zones 2 & 3 by EA mapping; zones 2, 3a & 3b by SFRA 2007 mapping).

Reasoned Justification

Management of a potential proliferation of development in this area has been an issue going back some years. The Policy continues the approach of the 1997 Local Plan, but the wording has been refined to clarify what it is trying to achieve. Applicants are directed to the Authority's adopted Mooring Design Guidance⁸³.

⁸³ http://www.broads-authority.gov.uk/_data/assets/pdf_file/0005/703940/Mooring-design-guide.pdf

Evidence used to inform this section

- Policy rolled forward from Sites Specifics Local Plan.

Monitoring Indicators

- Planning Applications permitted in accordance with (or otherwise) this policy.

Policy PUBSOL2: Land adjacent to A143 Beccles Road and the New Cut (Former Spinnakers restaurant)
Inset Map 15

Refurbishment or redevelopment of the former restaurant on this land will be encouraged, in order to improve the visual amenity of the area.

Holiday accommodation, restaurant, public house or a use associated with boating activities would be welcomed and supported subject to other policies in the Local Plan. Proposals for reuse or replacement of the premises will need to address the risk of flooding.

Constraints and features

- Flood risk (zones 2 & 3 by EA mapping; mainly zone 3b, some 3a, by SFRA 2007 mapping).
- Halvergate Marshes Conservation Area adjacent but separated visually from the site by elevated road and bridge.
- Boat yard adjacent to the site.
- Site is adjacent to the river.
- A143 (bridge) passes the site.

Reasoned Justification

These restaurant premises and adjacent land have been unused for a considerable time. The continuing unsightly appearance of the buildings and surrounds are of concern to Fritton and St. Olaves Parish Council (the site actually lies in Haddiscoe Parish, but is visually part of the settlement of St. Olaves).

Although a reopening of the restaurant premises would be welcome, the policy would permit a range of different redevelopment options, subject to the constraints of the flood risk to the site.

Proposals will need to meet the requirements of policy PODM22 as the St Olaves area generally has very good dark skies.

1.16 STALHAM

Policy PUBSTA1: Land at Stalham Staithe (Richardson's Boatyard)

Inset Map 16

The land identified on the Adopted Policies Map will be subject to Broads Policies on General Employment and Boatyards (*to follow in publication version*), and for the purposes of PUBDM35 (New Residential Moorings) will be treated as if adjacent to the development boundary.

The peninsula of land between the river and the mooring basins should be kept clear of buildings and large structures, and landscape planting should be provided on this peninsula to protect and enhance views from

the river. The type of planting will need to avoid the creation of additional wind shadowing of the river affecting its sailing value

Measures to control any risk of water pollution arising from new development will be required.

An archaeological assessment is likely to be required as part of any application for any operational development.

Constraints and features

- Adjacent to Stalham Staithe Conservation Area (re-appraised in 2016).
- Part of site within Barton & Sutton Broad Archaeological area.
- Close upstream of SAC, SPA, Ramsar, SSSI.
- Flood risk (zones 1, 2 & 3 by EA mapping).

Reasoned Justification

Richardson's Boatyard is one of the largest in the Broads. Local Plan Policy PUBDM35 provides the potential for residential moorings in boatyards adjacent to development boundaries. Although there is no development boundary immediately adjacent to the boatyard, it is close to a significant range of facilities available in Stalham. The availability of these facilities, together with the scale of the boatyard, is considered to meet the intention of Policy PUBDM35 despite the absence of an adjacent development boundary. This Policy therefore explicitly applies that policy to the area. It also confirms the application of the general employment and boatyard development policies of the Local Plan (*to follow in publication version*), steers built development away from the part of the boatyard that forms a prominent river bank in the river approach to Stalham, and seeks to encourage trees and other planting in this area.

The EA also highlights the need to address the risks of water pollution for waterside sites in industrial/boatyard use.

Evidence used to inform this section

- Policy rolled forward from Sites Specifics Local Plan.

Monitoring Indicators

- Planning Applications permitted in accordance with (or otherwise) this policy.

1.17 STOKESBY

Policy PUBSTO1 Land adjacent to Tiedam, Stokesby

Inset Map

Land at Tiedam, Stokesby is allocated for residential development.

Residential Development proposals on this site will be permitted providing that:

- i) The scheme delivers a selection of housing types and sizes agreed with the Parish Council, Great Yarmouth Borough Council and Broads Authority;
- ii) The layout, density, form and design strengthens the rural character of the village and

- reinforces local distinctiveness and landscape character;
- iii) The mature hedgerows and trees, including the mature oak tree on the site are retained as an integral element of any scheme in perpetuity.
- iv) The amenity of residents both adjoining the site and the access to the site are protected.

Development proposals shall be accompanied by:

- a) A palette of materials that complement and reflect the local vernacular;
- b) A detailed landscaping scheme which incorporates the existing planting on the site, provides suitable boundary planting using native hedgerow and plant species and creates areas of open space to retain a spacious and green character within the site appropriate for a rural village;
- c) Confirmation that there is adequate capacity in the water recycling centre (sewage treatment works) and the foul sewerage network to serve the proposed development. Proposals shall also set out the methodology for the disposal of surface water and demonstrate that they will not have an adverse impact on ground water in terms of quality and quantity;
- d) A written methodology for the protection of the oak tree on the site during and after construction in accordance with British Standard 5837:2012 (Trees in relation to design, demolition and construction – Recommendations Trees in relation to construction) as amended;
- e) Details of the vehicular access to site including visibility splays, access width and formation to adequately service the number of vehicles associated with the scale of development proposed;
- f) Appropriate habitat and protected species surveys undertaken immediately prior to the submission of any planning application;
- g) Details of permanent biodiversity enhancements to be incorporated into the dwellings and the landscaping strategy to include for example swift nests and bat roosts.

Constraints and features

- EA 2013 Flood Risk Zone 1.
- Riverside pub nearby.
- Neighbouring dwellings.
- Access and visibility splay and private road access
- Large Oak tree on site.

Reasoned justification

Stokesby is an attractive settlement in the Broads, centrally located and easy to access from the water. It is one of a few settlements in the Broads where the majority of the settlement is in the Broads Authority Executive Area.

The site was promoted through the Preferred Options stage of the Local Plan and subsequently assessed as set out in the assessment⁸⁴. Whilst the settlement has a lack of services and facilities⁸⁵ which could lead to reliance on single occupancy car use by occupiers of the dwellings, other considerations came into play. For example Great Yarmouth Borough's approach to new dwellings in such villages, the site having few constraints and the Housing White Paper which refers to enabling villages to thrive. This is discussed in the Site Assessment as referred to previously.

⁸⁴ xxxxx

⁸⁵ It has a shop, pub, village hall, play area and moorings according to the Settlement Study. http://www.broads-authority.gov.uk/__data/assets/pdf_file/0006/764475/Broads-Authority-Settlement-Study-no-hierarchy-in.pdf.

The site will largely be discreet from the majority of the village but lies adjacent to development on Croft Hill and Mill road and will be adjacent to rear gardens of those properties. Given the constraints of the site and the existing pattern of development in the village it is considered that around 4 modest dwellings might be accommodated on the site. Consideration should be given to the existing form of development both immediately adjacent and in the wider settlement, Semi-detached forms or small terraces could be employed both of which feature prominently within the village. Care should also be taken with the detailed design so that the insertion contributes positively to the village and its continued development over time. A palette of materials should be considered which complements the existing settlement or contrasts to it in a complementary manner. As always quality in terms of design, detailing and materials will be critical in achieving a finished product which positively contributes to the character of the settlement.

Proposers are required to engage early with the Broads Authority and Parish Council on the issues of mix of uses, site layout and design. Great Yarmouth Borough Council Housing Team also needs to be engaged in relation to the type of and size of dwellings needed in the area. In determining the housing to be delivered on site, the applicant should consider if the provision of serviced self-build plot(s) and/or the provision of starter homes is possible on this site.

Proposals will need to meet the requirements of policy PODM35 as the Stokesby area generally has good to very good dark skies.

There may be a requirement for an evidence based, project level HRA, to inform the proposal.

It is anticipated that the dwellings could be delivered by the end of 2019

Evidence used to inform this section

- See Site Assessment.

Monitoring Indicators

- Planning Applications permitted in accordance with (or otherwise) this policy.

1.18 THORPE ST. ANDREW

Policy PUBTSA1: Cary's Meadow

Inset Map 11

Land at Cary's Meadow will be conserved and enhanced for its contribution to the landscape, its wildlife and openness, and the appropriate recreation use by visitors and local residents.

Constraints and features

- Cary's Meadow is a Norfolk County Wildlife Site, part of which lies within the Thorpe St. Andrew with Thorpe Island Conservation Area.
- Flood risk (mainly zone 2 and some zone 1 by EA mapping; mainly zone 2, and some zones 1 & 3 by SFRA 2007).

Reasoned Justification

Cary's Meadow is a valuable site for wildlife and popular open space for the local community. The policy signals the Authority's continuing commitment to its protection and improvement. The river can also be accessed and viewed from the Meadow. In 2015, canoe access points were put in place.

Cary

Evidence used to inform this section

- Policy rolled forward from Sites Specifics Local Plan.

Monitoring Indicators

- Planning Applications permitted in accordance with (or otherwise) this policy.

<<Policy relating to Thorpe Island subject of a single issue focussed consultation>>

Policy PUBTSA3: Griffin Lane – boatyards and industrial area

Inset Map 11

Environmental and landscape improvements to this area will be sought, while protecting the existing dockyard and boatyard uses under Broads Policies on General Employment and Boatyards (*to follow in publication version*).

Development in the area will not be permitted except where this furthers these objectives and is compatible with the restricted road access to the area and other highway constraints.

Any change, in line with the requirements of this policy, should take account of the Listed Grade II building and its setting. Furthermore, in the light of the potential for archaeological remains in the area an archaeological survey may be required in advance of any grant of planning permission.

Constraints and features

- Listed Grade II building within area.
- Area likely to be of archaeological interest.
- Just across river from Whitlingham Marsh Local Nature Reserve.
- Flood risk (mainly zone 3 by EA mapping; zones 2, 3a & 3b, by SFRA 2007 mapping, and some outside its coverage).
- This area contains safeguarded minerals (sand and gravel) resources, but the Minerals Planning Authority has advised this is unlikely to constrain the type and scale of development supported by the Policy.

Reasoned Justification

The policy seeks to support the value of the boatyards and dockyard, while ensuring that full regard is given to the desirability of achieving environmental improvements, and to the constrained road access to the area. Environmental improvements could relate to water quality, biodiversity, soil, noise and air pollution.

Evidence used to inform this section

- Policy rolled forward from Sites Specifics Local Plan.

Monitoring Indicators

- Planning Applications permitted in accordance with (or otherwise) this policy.

Policy PUBTSA4: Bungalow Lane – mooring plots and boatyards

Inset Map 11

Further development will be limited by the area's vulnerability to flooding, the retention of its semi-rural character, and the poor road access.

The existing tree cover will be retained. Additional tree and other planting will be encouraged, subject to avoiding the creation of additional wind shadowing of the river affecting its sailing value.

Permission will not be granted for

1. permanent dwellings;
2. the use as permanent dwellings of buildings restricted to holiday or day use;
3. the use for holiday or permanent occupation of buildings constructed as day huts, boatsheds or temporary buildings; or
4. the stationing of caravans.

Extensions to existing buildings, and replacement buildings, will be permitted provided

- a) the building and use proposed complies with policies for development in areas of flood risk;
- b) the design, scale, materials and landscaping of the development contributes positively to the semi-rural and holiday character of the area, and pays appropriate regard to the amenity of nearby occupiers;
- c) Care is to be taken to avoid over-development of plots, and in particular –
 - i) a significant proportion of the plot area (excluding mooring areas) should remain unbuilt;
 - ii) buildings should not occupy the whole width of plots;
 - iii) buildings should be kept well back from the river frontage; and
 - iv) buildings should be of single storey of modest height, with floor not raised excessively above ground level.
- d) Development of new or replacement buildings within existing boatyards to meet essential operational needs will be permitted provided that no significant increase in traffic on Bungalow Lane would result.

Constraints and features

- Just across river from Whitlingham Marsh Local Nature Reserve.
- Flood risk (zones 2 & 3 by EA 2012 mapping; zone 3b by SFRA 2007 mapping).
- The site is in an area of safeguarded minerals (sand and gravel) resources, but the Minerals Planning Authority has advised this is unlikely to constrain the type and scale of development supported by the Policy.

Reasoned Justification

This is a small riverside area of mooring plots, chalets and boatyards. Road access is poor, being a narrow track with an unmanned level crossing of the railway, and with a very restricted junction onto the main road.

The aim is to avoid any increase in road traffic, any consolidation or extension of built development along the river frontage, or any increase in flood risk.

The Environment Agency supports the intention to keep buildings back from the river frontage. While 'well back' is difficult to define and it depends on particular local circumstances in general setting the building back by a third of a plot could be appropriate. Being hard up or too close to the water's edge could enclose the river and be overbearing. Setting of buildings with an undeveloped area in front will also allow architectural interest of buildings to be appreciated.

Evidence used to inform this section

- Policy rolled forward from Sites Specifics Local Plan.

Monitoring Indicators

- Planning Applications permitted in accordance with (or otherwise) this policy.

<Please note that there is not a policy TSA5 to avoid confusion with the Sites Specifics Local Plan. That original policy has been combined with other policies to form the development boundaries policy>

Policy PUBTSA 6: River Green Open Space

Inset Map 11

The area of River Green, as defined on the Adopted Policies Map is allocated as open space and will be kept open for its contribution to amenity, townscape and recreation.

Constraints and features

- Area is within Thorpe St. Andrew Conservation Area.
- Flood risk (zone 2 by EA 2012 mapping; zones 2, 3a & 3b by SFRA 2007 mapping).
- River Green includes safeguarded minerals (sand and gravel) resources, but the Minerals Planning Authority has advised this is compatible with the open space designation, subject to no permanent buildings being erected.

Reasoned Justification

River Green is an important amenity, part of the local street-scene, and component of the Thorpe St. Andrew Conservation Area. It also provides public access to the riverside and views of the river and Thorpe Island within easy reach of a large population. Continued protection of this area is thus warranted.

Evidence used to inform this section

- Policy rolled forward from Sites Specifics Local Plan.

Monitoring Indicators

- Planning Applications permitted in accordance with (or otherwise) this policy.

1.19 THURNE

Policy PUBTHU1: Tourism development at Hedera House, Thurne

Inset Map 17

Land at Hedera House is allocated for tourism- uses, with a proportionate amount of general market housing as enabling development. Development proposals on this site shall provide the following:

- v) The majority of the site to be retained in holiday accommodation available as short-stay lets;
- vi) The proportion of the site to be developed for general market housing shall be only that required to deliver satisfactory redevelopment, renovation or upgrading of the existing holiday accommodation. This shall be demonstrated to the satisfaction of the Broads Authority, in a viability assessment of the proposed development which shall be prepared by an independent chartered surveyor;
- vii) A layout, form and design which strengthens the rural character of the village and its location in a national park equivalent area and reinforce local distinctiveness and landscape character and takes into consideration nearby listed buildings;
- viii) Retention of mature hedgerows and provision of suitable boundary landscaping and areas of open space to retain a spacious and 'green' approach within the site appropriate for a rural village;
- ix) Demonstration that there is adequate capacity in water recycling centre (sewage treatment works) and the foul sewerage network to serve the proposed development and that proposals demonstrate they will not have an adverse impact on surface or ground water in terms of quality and quantity;
- x) Provide evidence, including a site flood risk assessment to confirm that any development with be consistent with national and local policy in terms of both on-site and off-site flood risk;
- xi) Protect the amenities of nearby residents;
- xii) Adequate vehicular access compatible with the above criteria; and
- xiii) Proposals must ensure no adverse effects on the conservation objectives and qualifying features of the nearby SSSI.

The inclusion of ancillary facilities (for example the retention of the swimming pool and/or games room) for the benefit of visitors or residents would be welcomed, subject to it not compromising the provision of a suitable scheme.

Project Level Habitats Regulation Assessments will be needed to assess implications on sensitive European Sites. Measures to mitigate for the effects of new growth may be required, such as the provision of good quality on-site green infrastructure to mitigate for recreational disturbance."

Constraints and features

- EA 2013 Flood Risk Zone 2 and 3.
- Riverside pub nearby.
- SAC, SPA, Ramsar site to the north of the Staithe. Shallam Dyke Marshes SSSI is a component SSSI of Broadland SPA and Ramsar site and The Broads SAC.
- A low density site with boundary hedges, specimen trees and high levels of planting.
- Ludham-Walton Hall Water Recycling Centre capacity issues.
- Nearby Grade II* Listed Windpumps: Thurne Dyke Windpump and St Benet's Level Windpump

Reasoned justification

Thurne is an attractive settlement in the Broads, centrally located and easy to access from the water, and as such is very popular with visitors. Tourism is an important part of the local economy and existing visitor facilities should be protected and enhanced

Within the centre of the village there is a holiday complex (Hedera House), comprising 11 detached bungalows and a 7 bedroomed house which are all used for holiday hire, plus a heated swimming pool and games room for the use of guests. The properties are rundown and do not meet modern standards for holiday accommodation, consequently the site is increasingly becoming unviable. The Hedera House complex has the potential to make a significant contribution to the tourism economy, but its redevelopment will be required.

As Hedera House is a tourist accommodation offer in such an attractive location, but is rundown and offering 'old fashioned' tourist accommodation (and running at a loss to the owners), this policy seeks the retention of holiday accommodation on the site, while taking a pragmatic approach with regards to viability by allowing a proportionate element of enabling development. Any application should be accompanied by a report undertaken by an independent Chartered Surveyor that demonstrates the viability of the scheme. The Authority will need to verify the content of such a report and may need to employ external expertise to do so (the applicant will need to meet the cost of this).

Of particular importance to Hedera House are the issues of the potential for flood risk as well as the quality in the design and landscaping of any scheme to reflect Thurne's attractiveness. These factors will be taken into consideration during the viability assessment of the tourist accommodation redevelopment proposals. Proposers are encouraged to engage early with the Broads Authority on the issues of mix of uses, site layout and design and, with regards to flood risk, a site-specific flood risk assessment will be required to accompany proposals.

Proposals will need to meet the requirements of policy PUBDM35 as the Thurne area generally has good to very good dark skies.

There may be a requirement for an evidence based, project level HRA, to inform the provision of greenspace that provides adequate daily recreation and dog walking facilities to meet needs and to provide European site mitigation.

It is anticipated that the dwellings could be delivered by the end of 2019.

Evidence used to inform this section

- Policy rolled forward from Sites Specifics Local Plan.

Monitoring Indicators

- Planning Applications permitted in accordance with (or otherwise) this policy.

1.20 TROWSE AND WHITLINGHAM

Policy PUBWHI1: Whitlingham Country Park

Inset Map 11

Whitlingham Country Park will continue to be managed to provide recreation and quiet enjoyment on land and water, supported by scenic landscape and wildlife habitat.

Further development of buildings and facilities and sustainable recreation, leisure and visitor uses which contribute to these aims will be supported where they:

- a) Are of high quality design and materials;
- b) Contribute positively to the river valley landscape and the setting of the Crown Point Registered Park and Gardens;
- c) Avoid a proliferation of buildings in the area, and provide for shared use of these buildings where practicable;
- d) Improve provision for cycling and pedestrians;
- e) Maximise access by water and public transport;
- f) Do not generate levels or types of traffic which would have adverse impacts on safety and amenity on Whitlingham Lane and the wider road network;
- g) Have assessed and addressed the impact of the proposal on existing uses, users or activities (on land and water) and on the quiet enjoyment of the area;
- h) Provide bio-security measures;
- i) Provide biodiversity enhancements;
- j) Contribute to the health and wellbeing of users;
- k) Improve the visitor experience; and
- l) Support the sustainable management of the Park.

Any proposals that affect/relate to car parking in the area need to be thoroughly justified and based on assessment of the use of the car parks.

Constraints and features

- Area is adjacent to the Whitlingham Marshes Local Nature Reserve.
- Flood risk (mainly zone 3, some zones 1 and 2, by EA mapping; mainly zone 3b, some 1, 2 & 3a, by SFRA 2007 mapping).
- Much of the land area is a registered park and garden
- Adjacent and close to the Deal Ground and Utilities Site which are areas allocated for development and change by Norwich City Council and the Broads Authority.

Reasoned Justification

The Country Park provides an area for quiet recreation, despite being so close to Norwich. Typical activities include walks, cycle rides, sailing, supervised open water swimming, play areas and a visitor centre and café in the Barn.

This Policy reflects the importance of the Whitlingham Country Park to the Broads and the community and encourages further future enhancement of its facilities, but sets out the constraints and considerations that this would need to address.

Biosecurity means taking steps to make sure that good hygiene practices are in place to reduce and minimise the risk of spreading invasive non-native species. The types of water uses at Whitlingham Country Park range from rowing boats to canoes. These boats can be removed from the water and taken to be used in other water bodies. Users should be aware of the good practice of 'check, clean and dry' to help stop the spread of invasive aquatic species. Of particular relevance is policy PUBDM2 on Boat Wash Down Facilities.

The Authority has a guide relating to types of biodiversity enhancements and this can be found here <http://www.broads-authority.gov.uk/planning/Planning-permission/design-guides>.

The Park is a unique recreation offer close to Norwich. It is accessed by Whitlingham Lane where there are residential dwellings and other recreation offers. The policy in the round seeks to ensure that levels of traffic will not impact on safety or amenity and goes on to seek improvements for pedestrians and cyclists to enable more people to walk or cycle to the Park. In relation to any changes to the car parking provision on site, proposals need to be fully justified using up to date assessments of the use of the existing car parks to determine the need for more car parking.

Evidence used to inform this section

- Policy rolled forward from Sites Specifics Local Plan.

Monitoring Indicators

- Planning Applications permitted in accordance with (or otherwise) this policy.

1.21 NON-SETTLEMENT BASED POLICIES

Policy PUBSSTRI: Trinity Broads

Main Map North East and Inset Maps 7 and 12

The Trinity Broads area defined on the Adopted Policies Map will be protected for its special nature, character and tranquillity.

The volume, extent and nature of boating on these broads will be strictly controlled for the purposes of quiet recreation and to reflect the importance of the area as a wild bird refuge.

Applicants for planning permission will need to demonstrate that proposed development is compatible with these aims.

Particular care needs to be made to lighting schemes in recognition of the area having very good dark skies.

Parishes affected

Filby CP, Fleggburgh CP, Hemsby CP, Martham CP, Mautby CP, Ormesby St. Michael CP, Rollesby CP, Stokesby with Herringby CP.

Constraints and features

- Much of area in, variously, SAC, SPA, SSSIs, CWS, and or LNRs.
- Flood risk and open water (zones 1, 2 & 3 by EA mapping; zones 1, 2 & 3b by SFRA 2007 mapping).
- Ormesby Water Works (see POORM1).

Reasoned Justification

This area of the Broads, although not alone in either tranquillity or nature value, is especially susceptible to change.

Essex & Suffolk Water abstracts more than five million litres of water (on average) each day from Ormesby Broad, which helps to supply more than 80,000 people in the Great Yarmouth area. Good water quality is vital to this role. The Trinity Broads are separated from the main navigation so there is an absence of through boat traffic, and access and ownership restrictions limit the number and type of craft (for example, petrol and diesel powered craft are prohibited with the exception of safety vessels), and these factors contribute to the special tranquillity. The Trinity Broads Project (a partnership of Essex & Suffolk Water, the Broads Authority, Natural England and the Environment Agency) has, over a period of 16 years, been highly successful in restoring and managing the biodiversity of the area, improving water quality, managing recreation, and involving local people.

When considering planning applications in this area, the Authority will consider if a trial period with a temporary planning permission and a funded programme of monitoring is appropriate or necessary. Furthermore, the specifics of a proposal could mean that a project level Habitats Regulation Assessment could be needed.

This area of the Broads in particular has dark skies. In accordance with policy PUBDM22, the darkness of the skies will therefore be maintained through addressing potential light pollution arising from proposals.

Evidence used to inform this section

- Policy rolled forward from Sites Specifics Local Plan and to reflect the Dark Skies Study 2016.

Monitoring Indicators

- Planning Applications permitted in accordance with (or otherwise) this policy.

Policy PUBSSUT: Upper Thurne

Main Map North East

The Upper River Thurne area defined on the Adopted Policies Map will be protected for its special nature, character and tranquillity.

Development likely to lead to a significant increase in the volume or extent of boating, or a change in its nature (particularly an increase in the proportion of motorised craft) in this area will be strictly controlled to reflect the importance of the area for quiet recreation and as a wild bird refuge.

Applicants for planning permission will need to demonstrate that proposed development is compatible with these aims.

In recognition of the area being the darkest in the Broads, particular attention will be paid to lighting schemes in order to protect the dark skies of the Upper River Thurne area.

Parishes affected

Catfield CP, Hickling CP, Horsey CP, Ingham CP, Martham CP, Potter Heigham CP
Repps with Bastwick CP, Sea Palling CP, Somerton CP, Winterton-on-Sea CP.

Constraints and features

- Much of area in, variously, SAC, SPA, SSSI, CWS.
- Flood risk, including serious risk of coastal inundation (zone 3, with some zones 1 & 2, by EA mapping; zone 3b by SFRA 2007 mapping).

Reasoned Justification

This area, although not alone within the Broads in either tranquillity or nature value, is especially susceptible to change. It is also likely to be in the forefront of climate change effects.

It differs from most other parts of the Broads in that there are relatively low levels of boat traffic (in part because of the restriction to navigation of the bridge at Potter Heigham). The water quality is vulnerable to change as limited water flow in this part of the network limits the dispersal of agriculture related pollution and the salinity arising from sea water intrusion through the ground.

This area of the Broads in particular has very dark skies with the majority of the area being the darkest in the Broads. In accordance with policy PUBDM22, the darkness of the skies will therefore be maintained through addressing potential light pollution arising from proposals.

Evidence used to inform this section

- Policy rolled forward from Sites Specifics Local Plan and to reflect the Dark Skies Study 2016.

Monitoring Indicators

- Planning Applications permitted in accordance with (or otherwise) this policy.

Policy PUBSSCOAST: The Coast

Main Map North East

The Coastal area defined on the Adopted Policies Map, and its special nature, character and tranquillity will be conserved for low key quiet recreation and as a wild bird and seal refuge.

In order to further these purposes, and in view of the high flood and tidal inundation risk to the area, operational development will generally not be permitted.

Exceptionally, small scale development such as bird-watching hides, seal viewing platforms or footpath bridges, which further these aims, are consistent with managing recreational pressure (particularly in relation to Special Protection Area and Special Area of Conservation features), and unobtrusive in the landscape, will be supported.

Parishes affected

Horsey CP, Winterton-on-Sea CP.

Constraints and features

- Wholly in SAC and SSSI, partially within SPA. Adjacent CWS.
- Part of area within the Norfolk Coast Area of Outstanding Natural Beauty (AONB).
- Article 4 Direction (1964) covering most of area removes permitted development rights for caravanning and camping, etc.
- High risk of tidal inundation from a breach of the coastal defences (Environmental Agency work ongoing to model such a breach).
- High risk of flooding (flood zone 3) (EA mapping), riverine flood risk (zone 3 by EA mapping; zone 3b (and part outside coverage) by SFRA 2007 mapping).
- EA have undertaken considerable work to maintain sea defences.
- Part of the England Coast Path (likely to be completed October 2016)
- Risk of coastal erosion.

Reasoned Justification

The coastal area of the Broads has a very special character and tranquillity, and wildlife and landscape importance. It is highly valued for walking, and bird and seal-watching. It is particularly vulnerable to climate change and sea level rise. It has been subject to sporadic coastal inundation for centuries (and was once the river mouth), and parts are at risk of riverine flooding. This area of coast is also vulnerable to coastal erosion.

The area is generally unsuitable for development because of flood risk, wildlife and landscape issues. The policy reinforces this and clarifies the general approach to the area's use and the limited types of development likely to be appropriate.

The Environment Agency highlights the high risk of tidal inundation in the event of a breach of the coastal defences.

This policy approach is consistent with the vision, objectives and policies of Management Plan Strategy (2014-19) for the AONB.

In line with policy PUBDM22 on light pollution, the area has very good quality dark skies which will be maintained.

According to the Shoreline Management Plan, as a summary for this document, the general approach to coastal erosion along this stretch for the present day and medium term is to hold the line up to 2055. This is dependent on the option continuing to be technically and economically deliverable and over time other

options may be investigated such as possible managed realignment, or a retired line of defence further inland. In relation to the present day

This policy is consistent with the UK vision for the marine environment ‘clean, healthy, safe, productive and biologically diverse oceans and seas’.

Evidence used to inform this section

- Policy rolled forward from Sites Specifics Local Plan and to reflect the Dark Skies Study 2016.

Monitoring Indicators

- Planning Applications permitted in accordance with (or otherwise) this policy.

Policy PUBSSROADS: Main road network

Main Map (NE, NW, & S), and various Inset

New development accessed by the Primary Route Network (directly or by a side road which connects onto it), or by a Main Distributor Route, will only be permitted if, taking into account any mitigation measures, any resulting increase in traffic would not have a significant adverse effect on:

- highway safety;
- the route’s traffic capacity;
- the amenity and access of any neighbouring occupiers; and
- the Primary Route Network’s national and strategic role as roads for long-distance traffic.

In appropriate cases transport assessment or statements will be required to demonstrate that development proposals can be accommodated on the road network, taking into account any infrastructure improvements and travel plans proposed.

Parishes affected

Acle CP, Beccles CP, Broome CP, Bungay CP, Coltishall CP, Ditchingham CP, Filby CP, Fleggburgh CP, Fritton and St. Olaves CP, Gillingham CP, Haddiscoe CP, Halvergate CP, Hoveton CP, Horning CP, Ludham CP, Mautby CP, Potter Heigham CP, Repps with Bastwick CP, Ormesby St. Michael CP, Rollesby CP, Smallburgh CP, Stalham CP, Upton with Fishley CP, Wroxham CP.

Constraints and features

- Some of these routes are within or close to SAC, SPA, Ramsar sites, or SSSIs.
- Routes pass through high flood risk zones.

Reasoned Justification

The highway authorities and Norfolk and Suffolk County Councils have recommended that the Authority continues the 1997 Local Plan approach of protecting these routes from development that undermines their wider purpose or highway safety.

This policy should be read in conjunction with Policy PUBDM24 relating to changes to the A47 Acle Straight.

A Transport Assessment (TA) is a comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. In some cases, the transport issues arising out of development proposals may not require a full TA to inform the process adequately and identify suitable mitigation. In these instances, it has become common practice to produce a simplified report in the form of a Transport Statement (TS). There will also be situations where the transport issues relating to a development proposal are limited, and no formal assessment is necessary.

Norfolk and Suffolk County Councils set thresholds for which a TA or TS are required. In general however:

- Transport Statement (TS): development that has relatively small transport implications.
- Transport Assessment (TA): development that has significant transport implications

The need for, and level of, formal transport assessment will be determined in consultation between the developer and the relevant authorities (LPA, LTA, LHA and HA). In cases where the development may also impact upon the Trunk Road network (A12 and A47) discussions should also take place with Highways England, who have a responsibility to maintain the Trunk Road network on behalf of the Secretary of State.

Please note that there is also a policy specific to the Acle Straight - see policy XNS14.

Evidence used to inform this section

- Policy rolled forward from Sites Specifics Local Plan and to reflect the Dark Skies Study 2016.

Monitoring Indicators

- Planning Applications permitted in accordance with (or otherwise) this policy.
- Planning Applications permitted contrary to highways authority advice.

Policy PUBSSMILLS: Drainage Mills

Main Map (NE, NW, & S), and various Inset Maps

The area's heritage of traditional drainage mills, and drainage mill remains, will be conserved.

Proposals that will maintain, restore and, in appropriate cases re-use standing mills will be judged against the following criteria: historic significance, survival of historically significant fabric (e.g. machinery, location, group value, fragility) and vulnerability of structure.

Any works to mills will be assessed for impacts on heritage (significance and setting), water (such as resource, quality and flow) and biodiversity. Works will, if necessary, be required to be timed to ensure no disturbance to breeding or wintering birds.

Constraints and features

- Many of the mills are listed buildings, Grades II and II*.
- Some are in Conservation Areas.
- Many of the mills are in SAC, SPA, Ramsar, CWS, etc.

- Most of the mills are at high risk of flooding.

Reasoned Justification

Drainage mills are a defining feature of the historic landscape of the Broads and contribute significantly to the landscape character of the Broads, viewed from the land and from water. The mills vary in size and design but all had the fundamental purpose of draining water from the land to enable the fields to be grazed and then latterly to be used for other agricultural uses.

Of the 74 standing mills in the Broads, approximately 50 are listed and the rest are locally listed. Approximately 30 structures are currently neglected and require active conservation of fabric. Change of use is often a solution to the problem of neglect and can result in repair work being implemented, funded and enable a structure to have a sustainable future going forwards. However, work that will outweigh the benefit of bringing a structure into use by the amount of harm caused to historic fabric cannot be justified.

Redundancy, exposure to elements and vulnerability to vandalism mean a number of the mills are recorded locally as being 'at risk'. This is why Halvergate Marshes Conservation Area is currently the only Conservation Area in the Broads that is 'at risk' and is included on Historic England's Heritage at Risk Register.

The policy encourages restoration of standing mills. In cases where there are archaeological remains only, the relevant local and national policies will apply.

The mills are in varying conditions (according to the Drainage Mill Action Plan, Broads Authority). Hardley Mill, for example, has been restored and now has cap, sails and a full working mechanism. Black Mill has a temporary cap on to make it weather-tight and to protect the internal mechanism. Stone's Mill in Freethorpe is rated as being very fragile, vulnerable and highly at risk due to lack of maintenance since it became redundant. The policy therefore gives a general framework to guide decision taking. What will be appropriate for one mill would not be appropriate necessarily for another and expert advice will be required to help assess applications for changes to mills.

There is an action plan for the mills. This discusses improvements to each mill in the short, medium and long term. In the short and medium term, the changes aim to make the mill safe and prevent any further loss or damage to the structure. The long term actions seek betterment such as restoring any missing elements such as masts. Owners of mills may refer to this Action Plan in developing proposals for repair, maintenance, restoration or re-use.

Due to their isolated location, usually in areas at risk of flooding, as well as the extent of works required to restore some of the mills, proposals for restoration are not easy to develop and can be costly. The mills tend to be the largest and most obvious structures in the landscape, which is very flat and open. The Broads Authority supports the restoration of the mills or, in some cases, works that enable their neglect to be arrested, subject to the historic interest of the structure not being compromised.

The Environment Agency highlights the potential need for a range of consents, and to avoid adverse impacts on fish, flooding and water flows.

The Authority is progressing its bid for Heritage Lottery Funding. A key aim of the project as a whole is to remove Halvergate Marshes Conservation Area from the Historic England “At Risk” register. Specific projects will include works to a number of Broads’ drainage mills, from weatherproofing and fabricating new caps and sails to halting their further decline, as well as developing a model for future management and maintenance of Broads’ drainage mills. The Heritage Construction Skills Training project seeks to embed heritage skills training into existing construction skills curricula at colleges and provide opportunities for students to specialise in heritage construction skills and achieve industry-recognised standards and qualifications.

Many mills are intrinsically historically significant and contain machinery which can represent innovation or be the last example of technology surviving. Many are remote and located in groups which are of significant visual amenity to, and epitomise the cultural landscape of, the Broads. Mills are now mainly of landscape value; they are in particularly vulnerable or fragile condition and could potentially be lost to the Broads landscape. It is recognised that in some cases it may be acceptable to seek alternative uses for those mills which are more accessible, are of less historic and greater landscape importance, and contain little or no significant machinery. In such cases re-use may be appropriate, as long as the positive landscape contribution of such mills is retained and enhanced through their creative conservation.

Evidence used to inform this section

- Policy rolled forward from Sites Specifics Local Plan and to reflect the Dark Skies Study 2016.

Monitoring Indicators

- Mills restored.

Policy PUBSPUBS: Waterside Pubs Network Main Map (NE, NW, & S), and various Inset

The following establishments, identified on the Adopted Policies Map, will be protected in their public house use as key parts of a network of community, visitor and boating facilities, as well as for their individual contribution to such facilities.

The Authority will support appropriate proposals which

- contribute to the viability of these businesses;
- improve the visual impact;
- provide benefits to river/water users (such as canoe slipways and electric charging points);
- provide well-designed cycle parking facilities;
- upgrade/improve foul drainage arrangements;
- improve resilience to flood risk; and
- address light pollution

YARE

- Rushcutters, Thorpe Green
- River Garden, Thorpe Green
- Town House, Thorpe Green
- Woods End Water's Edge, Bramerton
- Ferry House, Surlingham
- Coldham Hall, Surlingham
- Yare, Brundall Riverside
- New Inn, Rockland
- Beauchamp Arms, Claxton
- Reedcutters, Cantley
- Reedham Ferry Inn, Reedham
- Lord Nelson, Reedham
- Berney Arms, Berney Arms
- The Ship, Reedham

BURE

- Norfolk Mead Hotel, Coltishall
- King's Head, Coltishall
- Rising Sun, Coltishall
- King's Head, Hoveton
- Hotel Wroxham, Hoveton
- Swan, Horning
- New Inn, Horning
- Ferry Inn, Horning
- Bridge Inn, Acle
- Hermitage, Acle
- Ferry Inn, Stokesby
- Maltsters, Ranworth

ANT

- Cross Keys Inn, Dilham
- Wayford Bridge Hotel, Wayford Bridge
- Sutton Staithe Hotel, Sutton Staithe
- Dog, Johnson Street (Ludham Bridge)

THURNE

- Pleasure Boat, Hickling
- Broadshaven Hotel, Potter Heigham Bridge
- Lion, Thurne

TRINITY

- The Boathouse, Ormesby
- Filby Bridge Inn, Filby

WAVENEY

- Locks Inn, Geldeston
- Waveney House Hotel, Beccles
- Waveney Inn, Burgh St. Peter
- Duke's Head, Somerleyton
- Bell Inn, St Olaves
- Fisherman's Bar, Burgh Castle

OULTON BROAD

- Wherry Hotel, Oulton Broad
- Commodore, Oulton Broad
- Ivy House Hotel, Oulton Broad

Parishes affected

Acle CP, Beccles CP, Bramerton CP, Brundall CP, Burgh Castle CP, Burgh St. Peter CP, Cantley CP, Carleton St. Peter CP, Coltishall CP, Dilham CP, Fritton and St. Olaves CP, Geldeston CP, Halvergate CP, Hickling CP, Horning CP, Hoveton CP, Ludham CP, Ormesby St. Michael CP, Potter Heigham CP, Reedham CP, Rockland St. Mary CP, Rollesby CP, Somerleyton, Ashby and Herringfleet CP, Stalham CP, Stokesby with Herringby CP, Surlingham CP, Sutton CP, Thorpe St. Andrew CP, Thurne CP, Woodbastwick CP, (and also Oulton Broad, not parished).

Constraints and features

- Almost all these premises are in zones of high flood risk.
- Some are in conservation areas, or areas of archaeological interest. Some are themselves of historic interest, including listed buildings.
- Some are within or close to SAC, SPA, SSSI, Ramsar, CWS, etc.

Reasoned Justification

The waterside pub network is very important, especially for recreational boating but also to local communities and non-boating visitors. While this can be said about a very wide range of establishments and locations public houses, for a variety of reasons, have been especially vulnerable to closure in recent years.

The loss of any particular pub (or other establishment) can sometimes be difficult to resist. Specifying in the Local Plan that these are part of a defined network will strengthen the planning case against any individual closure. Importantly, it will also signal the planning stance and help ensure owners and prospective developers receive consistent messages about the identified establishments to guide their own plans.

The policy seeks the retention of the pubs as public houses and gives support to appropriate improvements to the pub that will ensure it stays viable. Such improvements could include the appearance of the pub as well as provision of specific facilities for water and road users (such as canoe slipways and well-designed and located Sheffield Stand cycle parking).

Due to the seasonality, proximity to the watercourse, and the nature of the effluent that can pose a significant local risk to the water environment, drainage is an issue this policy seeks to address. Ensuring there is no deterioration in water quality is an important requirement under the Water Framework Directive, which applies to all surface water bodies and groundwater bodies.

As set out in policy PUBDM22, addressing light pollution in the Broads is an important aspect of the Local Plan. These establishments can be in rural areas, sometimes away from or on the edge of settlements, and any external lighting can have a significant impact on the tranquillity of the area. Proposals need to address light pollution.

In cases where owners wish to pursue other forms of use of the public houses, they will be required to submit a report undertaken by an independent Chartered Surveyor that meets the tests as set out in the CAMRA Public House Viability Test⁸⁶ with any planning application. The Authority will need to verify the content of such a report and may need to employ external expertise to do so (the applicant will need to meet the cost of this).

Evidence used to inform this section

- Policy rolled forward from Sites Specifics Local Plan and to reflect the Dark Skies Study 2016.

Monitoring Indicators

- Waterside pubs lost.

Policy PUBSSRAIL: Railway stations/halts**Main Map (NE, NW, & S), and various Inset**

The following railway stations/halts, identified on the Adopted Policies Map, will be protected in their railway station use as key parts of the local railway network:

- Berney Arms rail halt

⁸⁶ <http://www.camra.org.uk/documents/10180/36197/PHVT/725c3a01-9c07-4b2b-b263-a1842bef09b7>

- ii) Haddiscoe rail halt
- iii) Somerleyton southern platform
- iv) Buckenham Station
- v) Hoveton and Wroxham Station

The Authority will support appropriate and well-designed proposals which:

- a) contribute to their continued/improved use;
- b) improve the visual impact;
- c) address light pollution;
- d) aid interpretation of the local area;
- e) provide improved facilities for passengers; and
- f) improve access by sustainable modes of transport

Constraints

- Flood zone 2 and 3 (EA Mapping) (except Hoveton and Wroxham Station)
- Buckenham Station: near to Mid Yare National Nature Reserve, Broadland Ramsar Site, Yare Broads and Marshes SSSI, The Broads SAC, Broadland SPA.
- Berney Arms Halt: Halvergate Marshes SSSI, Breydon Water SPA, Breydon Water Ramsar Site

Reasoned Justification

There are five railway stations/halts (or parts of) within the Broads Authority Executive Area and these are shown on the policies map. These are:

- Berney Arms rail halt
- Haddiscoe rail halt
- Somerleyton southern platform
- Buckenham Station
- Hoveton and Wroxham Station

While some stations are used by more passengers than others, all are important to the local community and visitors to the area. The more remote stations/halts offer a unique opportunity for visitors to access the wilder parts of the Broads without the need for a private car.

The policy seeks retention of railway stops as well as supporting appropriate improvements to the facilities that reflect, but do not impact on, the special qualities of the Broads.

With regard to improving access by sustainable modes of transport, example improvements could include the provision of well-designed and located secure cycle parking facilities and electric charging points for electric vehicles.

Evidence used to inform this section

- Maps showing stations in the Broads.

Monitoring Indicators

- Stations/halts changed in line or not in line with this policy.

Policy PUBSSTRACKS: Former rail trackways

Map: Rail trackways map bundle

That part of the former railway track beds identified on the Adopted Policies Map will be protected for their potential for walking, cycling, or horse-riding routes. Development which could prevent such a use would not be permitted while use for walking, cycling or horse-riding remains a potential.

Path or route creation must avoid harm to the sensitive designated habitats and species in the vicinity particularly in relation to recreation pressure and the landscape.

Any route signage or interpretation is expected to be well designed, kept to a minimum and positioned to ensure a minimal landscape impact.

Any foot/cycle path or bridleway could make a deviation from the rail route if convenient provision of similar convenience and amenity to users is guaranteed.

Constraints and features

- Flood risk (zones 2 & 3 by EA mapping; zone 3b by SFRA 2007 mapping).
- Parts within CWS and adjacent to SPA, SAC and Ramsar site.

Reasoned Justification

The routes are:

- Haddiscoe to Beccles
- Beccles to Ditchingham
- Great Yarmouth to Fritton

The Integrated Access Strategy has identified the potential that remnant disused railway lines can add to the access provision in the Broads, particularly with regard to improving cycle route links and bridleway routes (there are only 17km of bridleways in the Broads Authority Executive Area). Lines include Haddiscoe to Aldeby, Beccles to Ellingham and Great Yarmouth to Fritton. Establishing routes for walkers, cyclists and horse riding on these disused railways, which are linked to the rural road network, would improve opportunities for recreation and enjoyment of the Broads. Cycling will help deliver the Government's cycling ambition in the National Parks Programme, which seeks to improve access to and in and around national parks by cycle.

The recreational potential of these routes (or parts of them) has long been noted, and Norfolk and Suffolk County Councils support their protection for these purposes. In view of the importance of recreation to the Broads (including the statutory purpose of enjoyment), and the desirability of developing the tourism and recreational potential of the southern Broads, these routes are protected.

Please note these routes are no longer protected for future rail use. Both County Councils, as the transport authorities for the area, have advised there is no realistic prospect of this happening in the foreseeable future.

It is important to note that sections of these routes are outside the Broads Authority Executive Area. The relevant authorities have been asked to consider protecting the routes in their Local Planning Authority areas, in a similar way to this policy. Such routes will benefit from the presence and proximity of various wildlife and habitat associated designations (the line passes through the Beccles Marshes Suffolk County Wildlife Site, and is adjacent to SAC, SPA, and Ramsar site), but will need to have regard to their sensitivities in the creation, alignment and management of such routes. Impact of any changes to these routes on the landscape of the Broads is also an important consideration.

The Authority would welcome well designed art and interpretation. However, the provision of signage and interpretation should only be that which is necessary to promote and direct along the route, but not impact on the landscape of the Broads (see policy PUBDM46). See policy PUBDM11 re linking to the past.

Evidence used to inform this section

- Officer knowledge relating to the tracks.

Monitoring Indicators

- Development encroaches on the tracks.

Policy PUBSSLGS: Local Green Space

See Local Green Space map bundle

Development proposals that protect or enhance Local Green Spaces and which comply with other relevant policies will be permitted. Development proposals that would have an unacceptable adverse impact on the use, function and appearance of these Local Green Spaces or would involve their loss will not be permitted other than in very special circumstances.

Reasoned Justification

Local green spaces are green spaces that are demonstrably special to a local community. The preparation of local and neighbourhood development plans offers the opportunity to designate local green spaces and provide extra protection to them that rules out new development other than in very special circumstances.

Local Green Space must be reasonably close to the community it serves; have demonstrable local significance and interest; be local in character; and not cover an extensive tract of land.

The Broads community was asked to nominate areas to be considered as Local Green Space. The Local Green Space Map Bundle and the following list show the spaces which have been allocated as areas of Local Green Space:

- Bridge Green, Potter Heigham
- Chedgrave Common
- Waveney Meadow, Puddingmoor, Beccles
- Land surrounding Beccles Rowing Club, Off Puddingmoor, Beccles
- The Stone Pit, Station Road, Geldeston
- The playing field, Station Road, Geldeston

Evidence used to inform this section

- Local Green Space Nominations and Assessment, July and August 2016.

<http://www.broads-authority.gov.uk/planning/planning-policies/development/future-local-plan>

Monitoring Indicators

- Local Green Space allocations affected by development.

Policy PUBSSSTAITHES: Staithes

<<Awaiting update on Staithes Report>>

Policy PUBSSA47: Changes to the Acle Straight (A47T)

See Map: [Appendix M: Acle Straight and Considerations/Constraints](#)

Any improvements to the Acle Straight will need to consider the following – biodiversity mitigation and enhancement, visual impact, setting of the Broads, safety, congestion improvements and driving experience whilst retaining the special qualities of an iconic and highly protected landscape.

The Authority will proactively work with promoters and designers of any proposals for changes to any aspect of the Acle Straight, at an early stage and throughout the process especially the feasibility and design stages.

Any proposed schemes will need to:

- Demonstrate clearly the justification for the changes and with any benefits significantly outweighing any negative impacts;
- Undertake comprehensive constraint scoping at the earliest stage (particularly in relation to landscape, ecology and habitats, visual amenity, the historic environment, access, either temporary or permanent);
- Clearly demonstrate that there is no realistic alternative which would have avoided or had a lesser impact on the Special Qualities of the Broads Authority Executive Area;
- Set out clearly, based on robust evidence, the nature and scale of any resultant impacts to include those set out in b above; and
- Demonstrate how any negative impacts would be mitigated or compensated for as well as opportunities taken to enhance the special qualities of the area, bearing in mind that the Broads is a protected landscape of national importance.

The following criteria must be addressed through the design and delivery of any changes to the Acle Straight and/or its access points.

- Detailed understanding and appropriate mitigation of impacts to designated wildlife areas and species and to land management practices.
- Wildlife crossing points and habitat compensation;
- Impacts on landscape, tranquillity and visual amenity are fully understood, reduced to a minimum and then appropriately mitigated;
- Surface water run-off and pollution risk from spills fully understood and addressed in terms of containment methods, volume, flow and impacts on water quality;
- Any scheme shall keep lighting to a minimum. Any lighting will need to be thoroughly justified and

- will be well designed and will not contribute to light pollution;
- vi) Walking, cycling and horse-riding route (or routes) with appropriate entry points and links to nearby urban areas and nearby public rights of way will be provided;
 - vii) Interpretation measures and opportunities to safely enjoy and appreciate the iconic views to the mills and over the marshes will be provided;
 - viii) Any enhancements to landscape, heritage, biodiversity, water management, recreation and habitat resulting from the Heritage Lottery Funded scheme (Water, Mills and Marshes) will need to be fully understood protected and enhanced;
 - ix) Any impacts of the scheme on designated or undesignated heritage assets or their setting including waterlogged archaeology and traditional dyke networks will be thoroughly assessed and mitigated and opportunities taken to conserve and interpret the features that relate to the distinctive cultural landscape of the drained marshland;
 - x) Transport infrastructure, including roads, bridges, lighting, signing, other street furniture and public transport infrastructure, will be carefully designed and maintained to take full account of the valued characteristics of the Broads; and
 - xi) Balancing accesses onto and from the road against the overall impact of the scheme on the special qualities of the Broads.

Constraints and features

- Entire length of Acle Straight in Flood Zone 3 (EA mapping)
- Western end: Damgate Marshes SSSI, Halvergate Marshes SSSI, Broadland SPA, Broadland Ramsar site and The Broads SAC
- Eastern end: Breydon Water LNR, SSSI, Ramsar Site, SPA.
- Stracey Arms Drainage Mill (listed building) is next to the Acle Straight.
- Other listed buildings with a view towards the Acle Straight which can be viewed from the road.
- Halvergate Marshes Conservation Area
- The Broads is a site identified by Historic England as having exceptional potential for waterlogged Archaeology
- Undesignated Heritage assets which contribute to the Cultural heritage of the area such as the WW2 defences and assets identified on the Norfolk HER and Broads Local List.
- Numerous accesses to tracks, for example to farms.
- Numerous level crossings accessed from the Acle Straight.
- Branch Road junction
- Little Whirlpool Ramshorn Snail (*Anisus vorticulus*) is a European protected species
- The Acle Straight runs in between railway line and river
- Open and flat landscape
- Historic dyke networks with associated features
- Rights of Way
- Future changes resulting from the HLF bid

Reasoned justification

The A47 is the main east west connection in northern East Anglia. It links Great Yarmouth in the east with Norwich, King's Lynn and Peterborough to the A1, which provides onward connections to the Midlands and

north of England. At Great Yarmouth and Norwich connections to Europe and beyond are available via the port and airport. At Great Yarmouth the trunk road continues south, as the A12, to Lowestoft

The A47 passes through the Broads between Acle and Great Yarmouth – known as the Acle Straight. It is important to note that this policy relates to any changes to the Acle Straight. This includes any safety improvements currently programmed for the road as well as any future plans for dualling the road. There is an ambition promoted by the A47 Alliance to dual the A47 for its full length, including the stretch between Acle and Great Yarmouth. This is a long-term ambition for post-2021. In the medium term, Highways England plan to undertake safety improvements at key hotspots on the Acle Straight. This could include the installation of safety barriers, junction improvements and road widening or capacity improvements.

In December 2014, funding was announced in the Autumn Statement to deliver improvements along the A47, including safety improvements along the Acle Straight. Two schemes in particular are of relevance:

- A47/A12 Great Yarmouth: junction improvements, including reconstruction of the Vauxhall roundabout.
- Safety improvements at key hotspots and joint working with Natural England to establish environmental impacts and mitigation measures for the medium and long term which could include installation of safety barriers, junction improvements and road widening or capacity improvements.

The dualling of the Acle Straight has the potential to come forward during the Plan period. The Authority considers that this policy enables the designers of any future scheme to take into account and address in an adequate and appropriate way important issues and considerations.

The Broads Authority is unlikely to determine any future planning application for dualling the Acle Straight. The scheme is likely to be determined as a Nationally Significant Infrastructure Project (NSIP) by the Planning Inspectorate (because the developable area could be over 12.5 Ha and because the scheme could have environmental impacts⁸⁷).

The Authority acknowledges that changes to the Acle Straight could bring benefits in relation to road safety, improved management of surface water and pollutants as well as benefits to the economy of the local area and indeed region⁸⁸ through reduced congestion and delays and more reliable journey times. There are also opportunities associated with schemes as mentioned in the policy itself, for example the potential for archaeological finds, a new route alongside a dualled road and potential to enable interpretation and understanding of the Broads.

In relation to roads in particular, Defra guidance in the English National Parks and the Broads UK Government Vision and Circular 2010, states: *‘there is a strong presumption against any significant road widening or the building of new roads through a (National) Park unless it can be shown there are compelling reasons for the new or enhanced capacity and with any benefits outweighing the costs significantly. Any investment in trunk roads should be directed to developing routes for long distance traffic which avoids the Parks’*. Furthermore, NPPF paragraph 115 says that *‘great weight should be given to conserving landscape and scenic beauty in National Parks, the Broads and Areas of Outstanding Natural Beauty, which have the*

⁸⁷ http://www.legislation.gov.uk/ukxi/2013/1883/pdfs/ukxi_20131883_en.pdf

⁸⁸ A47 Wider Economic Benefits (2012) <http://www.a47alliance.co.uk/assets/AgendasMinutes/Wider-Economic-Benefits-A47.pdf>

highest status of protection in relation to landscape and scenic beauty'. NPPG paragraph 116 goes on to say that 'planning permission should be refused for major developments in these designated areas except in exceptional circumstances and where it can be demonstrated they are in the public interest'.

It should also be noted that the statutory purpose of the Broads Authority is to protect the interests of the Broads. Section 17A of The Norfolk and Suffolk Broads Act 1988 imposes a statutory duty on authorities to have regard to the relevant statutory purposes when exercising their functions that can affect land in the Broads. For the avoidance of doubt, the special characteristics of the Broads are those set out at section 8.3. Furthermore, of particular importance and relevance in understanding the impacts of any scheme are the Landscape Sensitivity Study and Landscape Character Assessment. Areas 19, 24, 25 and 20 of these studies are the relevant areas for consideration.

Fundamentally, because of the potential adverse impacts on the landscape, visual amenity, historic environment, ecology, habitats, access and the special characteristics of the Broads either in a temporary or permanent nature that highway improvement schemes to the Acle Straight may cause, any changes to the Acle Straight need to be thoroughly justified. Any changes need to be designed so as to reduce and avoid impacts on the special qualities of the Broads in the first place. Only then can mitigation be considered. The specific criteria are discussed in detail:

- Wildlife and habitats

The Broads is one of the nation's most rich areas for biodiversity, with European designated habitats and species flanking and occupying the habitats close to the existing road. European and nationally Protected species such as water vole, bats and otter are likely to be impacted by any changes. Water voles have suffered drastic declines across the country in recent years, although populations in the Broads are still high. Any loss of water vole habitat in the ditches would need to be compensated and water vole populations translocated.

Any increase in lighting could potentially cause adverse impacts on bat populations in the area. Light pollution is known to deter bats from commuting and foraging areas, delay emergence for hunting and cause disturbance to roosts.

The area is already a significant site for otter mortality. Road widening risks making this worse, so the Authority would expect changes that underline the need to include enhancements, such as wildlife crossing points. Other impacts on wildlife, such as increased barn owl road fatalities, would also need to be addressed

Many of the grazing marsh ditches hold conservation designations of European importance, supporting important plant and invertebrate communities. Any impacts to the ditch network would need to address this loss, considering alternatives, mitigation (including translocation), compensation, long term conservation and monitoring.

One of the already specified issues that changes to the Acle Straight would need to address is the Little Whirlpool Ramshorn Snail. The dykes around the current road are one of the few habitats of this species, which is on an international 'red list' of endangered species. It is a small aquatic snail with a flattened spiral shell of approximately 5mm in diameter. It has been declining from the UK since the 1960s, although the

reason for decline is not clear. A study investigating the potential to translocate the snail (AECOM, March 2015) concluded that translocation was a potential option, but identified various considerations such as:

- Pathogen transference has been highlighted as an issue and as such receptor and donor sites should derive from the same drainage unit.
- Donor sites must have a robust population and only sites with no current population should be used as receptor site.
- In order to ascertain these sites and to increase knowledge of the target species robust pre translocation survey is a necessity.
- In addition receptor sites will need to be properly assessed to ensure the receiving habitat is suitable.

Large scale changes, such as dualling the Acle Straight, are likely to result in the loss of habitat as the surrounding dykes could be lost, as could some marshland. The Authority would expect any loss to be avoided and then minimised, with compensation likely to be required. Areas requiring compensation include the need to secure land purchase, conservation management or long term covenants for defined enhancements, and monitoring regimes. In the first place a scoring system for compensation should be worked up by independent consultant and agreed by all parties.

- Landscape and tranquillity

Another key issue is the impact of changes to the road on the landscape character of the Halvergate Conservation Area. The A47 crosses an area known as the Halvergate marshes or Halvergate triangle. This area forms one of the defining landscapes of the Broads area, being a vast panoramic expanse of grazing marsh dotted with windmills and often teaming with wildlife. The sheer scale, inaccessibility and emptiness of much of the marshland means it remains largely quiet and isolated. It is designated as a Conservation area and its biodiversity interest is recognised through national and international designations. The dualling of the Acle Straight has the potential to have a very significant impact on both the existing landscape character of the area (including tranquillity through increased traffic noise) and nature conservation interests.

Proposed highway improvement options are likely to range in scale, nature and extent. There are a number of key characteristics that have the potential to be affected through highway improvements through both the construction phase and as a result of the completed project. The significance of the effects on the landscape and visual amenity of the area (adverse or beneficial) of any option proposed will need to be assessed in accordance with current guidelines. Reference will need to be made to the current landscape Character assessments for Local Character Areas 19 and 25 and the Conservation Area appraisal.

Dualling of the Acle Straight is likely to cause significant adverse effects on the existing landscape character. Mitigation of these affects may be challenging and would need to recognise that common methods – such as screening tree belts – may be highly intrusive in terms of the extensive open landscape character.

Noise is an important aspect of tranquillity. Schemes should seek to address this, but the provision of noise barriers would be detrimental to the iconic landscape viewing potential along this route. There could be scope for low noise surfacing.

- Surface water

Put simply, changes to the Acle Straight could result in more impermeable surfaces that would lead to a greater volume of surface run off to wash more pollutants off the road surface. The sensitive habitats nearby could be adversely affected by pollutants.

Any changes to the Acle Straight would need to address increased risk of flooding at that point as well as elsewhere by implementing sustainable drainage or SuDS and considering potential hazard to water quality from the surface runoff. Water may require additional treatment prior to disposal and as such adequate steps need to be put in place. Where any SuDS are proposed it is important to demonstrate that the SuDS hierarchy (see policy PUBDM5) has been followed both in terms of:

- surface water disposal location, prioritised in the following order: disposal of water to shallow infiltration, to a watercourse, to a surface water sewer, combined sewer / deep infiltration (generally greater than 2m below ground level),
- the SuDS components used within the management train (source, site and regional control)

The CIRIA SuDS Manual C753 (2015) reviews how to design sustainable surface water drainage from highways and explains how to design for water quality issues. Additional measures to address accidental spills will also need to be considered.

The Acle Straight is almost entirely within an IDB area and so the Water Management Alliance should be consulted early. If infiltration is not favourable, they should be consulted to establish if surface water drainage discharge to a managed network would require consent.

The Environment Agency should also be consulted with regard to water quality and any particularly sensitive receptors nearby as well as in relation to strategic flood risk and any mitigation required to compensate for any floodplain affected. . The Environmental Permitting (England and Wales) Regulations 2010 may be of relevance as well.

- Light pollution

The Authority's Dark Sky Report (2016) shows that the Acle Straight has good quality dark skies, with the western end in particular having very good quality dark skies⁸⁹. Any schemes need to be assessed in line with policy PUBDM22 Light pollution and dark skies.

- Walkers, cyclists and horse riders

Changes to the Acle Straight offer the opportunity to improve provision for walkers, cyclists and horse riders and provide new facilities. The Integrated Access Strategy has an aspiration for a shared use path along the length of the Acle Straight, which would provide a new link to enable non car journeys between Acle and Great Yarmouth.

- Interpretation and appreciation

The route is a tourist route as well an access route. Changes to the Acle Straight could include provision of parking laybys, allowing people the opportunity to appreciate the iconic landscape. The Authority would

⁸⁹ The readings taken along the Acle Straight were all over 20 arc magnitudes per second with those to the western end of the Acle Straight in particular being over 20.5 arc magnitudes per second.

expect these areas to have no impediment to view, as well as the provision of interpretation points. This provision would add to the visitor experience of the Broads in this area.

- HLF scheme⁹⁰

The Broads Landscape Partnership has received an earmarked grant of £2.6m from the Heritage Lottery Fund (HLF) through its Landscape Partnership (LP) programme for the Water, Mills and Marshes project. The project aims to enrich and promote heritage sites in the area between Norwich, Great Yarmouth, Lowestoft, Acle and Loddon, unlock the benefits of this distinctive landscape for local people and give them the skills to protect it as a legacy for future generations. Iconic drainage mills on Halvergate marshes, an area which boasts one of the greatest concentrations in Europe, will be documented and renovated through a Heritage Construction Skills training scheme.

Delivery of the HLF project is set for 2018 to 2022. At the time of writing the Local Plan, the actual results of the scheme and their impact on the landscape in the Halvergate Marshes area is not known. The changes to the area will be an important consideration for any proposals to change the Acle Straight.

- Heritage assets

One listed building, Stracey Arms Drainage Mill, is located immediately adjacent to the Acle Straight. The impacts of changes on this heritage asset will need to be addressed. There are also numerous other intervisible (seen from each perspective) drainage mill structures both Nationally and Locally listed collectively forming the largest grouping in the UK, all of which contribute to the Historic character of the drained marshland. The Norfolk HER contains many records relating to the area both in terms of archaeology and built form, an example being the World War 2 defences that remain in situ on the marshes.

The special historic interest of Halvergate marshes is particularly significant as a constantly evolving cultural landscape. That evolution is illustrated by numerous remnant structures, landscape and archaeological features that collectively contribute to the historic significance of the area. Historic England has recognised this significance in terms of undiscovered archaeology and identified the Broads as an area of *exceptional potential for waterlogged heritage*. Fundamentally, because of the soil conditions in the Broads, there is great potential for archaeology to be well preserved giving an insight into the past. See policy PUBDM11 Historic Environment which relates to archaeology.

Virtually the whole of the Acle Straight corridor lies within the Halvergate Marshes Conservation Area, a designated Heritage Asset characterised by the cultural landscape and the features within it.

The Authority would expect that the historic significance, including potential archaeological significance of the area, is fully assessed and analysed in any proposal for changes to the Acle Straight. The historic environment is a finite resource and once lost cannot be replaced. The Authority therefore expects that any adverse impact on the historic environment, either built, landscape or archaeological, is kept to an absolute minimum, and any adverse impact resulting from change is fully assessed and can be justified in line with the tests set out in section 12 of the NPPF. Furthermore, where justification for harm can be made, then any impact or harm should be mitigated, including improvements to existing features.

⁹⁰ <http://www.broads-authority.gov.uk/looking-after/projects/water,-mills-and-marshes>

- Practicalities

The current route has various pinch points bounded by river on one side and railway on the other. Further, there are numerous farm accesses and the road towards Halvergate that will need to be accommodated. These may mean that any improvements cannot be fitted 'on-line' and a wider route choice corridor has to be considered. This could have immense implications on the landscape, history and ecology and could alter the attitude of the Authority to any proposals. Constraint scoping needs to be undertaken very early in the process.

Evidence used to inform this section

- Norfolk HER: <http://www.heritage.norfolk.gov.uk/>
- Broads Dark Skies Report: http://www.broads-authority.gov.uk/_data/assets/pdf_file/0007/757402/Broads-Authority-Dark-Skies-Study-March-20161.pdf
- Halvergate Marshes conservation area appraisal: Not on line
- Landscape Character Assessment:
 - Area 19: http://www.broads-authority.gov.uk/_data/assets/pdf_file/0009/412893/Area_19_-_Halvergate_Marshes.pdf
 - Area 25: http://www.broads-authority.gov.uk/_data/assets/pdf_file/0006/412899/Area_25_-_Fleggburgh_to_Bure_Loop_Arable_Marshlands.pdf
- Feasibility study on the translocation of the little whirlpool ramshorn snail (AECOM 2015) https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/454014/Feasibility_Study_Lesser_Whirlpool_Ramshorn_Snail_DRAFT_Redacted.pdf

33. Implementation, Monitoring and Review

The Authority considers that this is the most appropriate strategy for the Broads – a highly protected and treasured landscape. This section discusses how the strategy contained within this Local Plan will be implemented and monitored and also discusses the future review of the Local Plan.

Implementation and delivery

There are some obvious organisations which will be responsible for ensuring the delivery and implementation of different policies. The monitoring and implementation framework at Appendix X sets out likely organisations key to the delivery of the strategy of the Local Plan.

Monitoring the Local Plan

Trying to monitor the currently adopted policies in the various development plan documents has proven to be difficult because some of the indicators relied on third parties to provide up to date data, or the indicator might only be monitored every few years. Added to this, for some policies there are numerous indicators to monitor. Taking account of this experience, the Authority has produced a simpler and hopefully more efficient monitoring regime for the Local Plan as follows.

The individual policies have monitoring indicators and these are set out at the end of each policy or section. Where there is an obvious quantifiable output to monitor, the indicator reflects this (for example applications approved contrary to Environment Agency advice or number of dwelling permitted or developed). Such a quantitative approach to other policies is not so easy. As such, a simple questionnaire has been completed which Development Management Officers will fill out when completing a decision notice. This questionnaire asks which policies have been used to help determine the application and to what level of conformity the application and decision has been made – decision and application in full conformity with policy, part conformity or contrary.

The indicators are included in the monitoring and implementation framework at Appendix X.

Reviewing the Broads Local Plan

The Authority will assess the use of each policy through the monitoring indicators, on an annual basis. This will enable the Authority to understand how the policies are being used and to what effect. Furthermore, the Housing White Paper discusses the changes to the planning system that the Government intends to make in this parliament (to 2020). If these changes and the policy monitoring data indicate a need to amend adopted policies, the Authority will react in an appropriate manner.

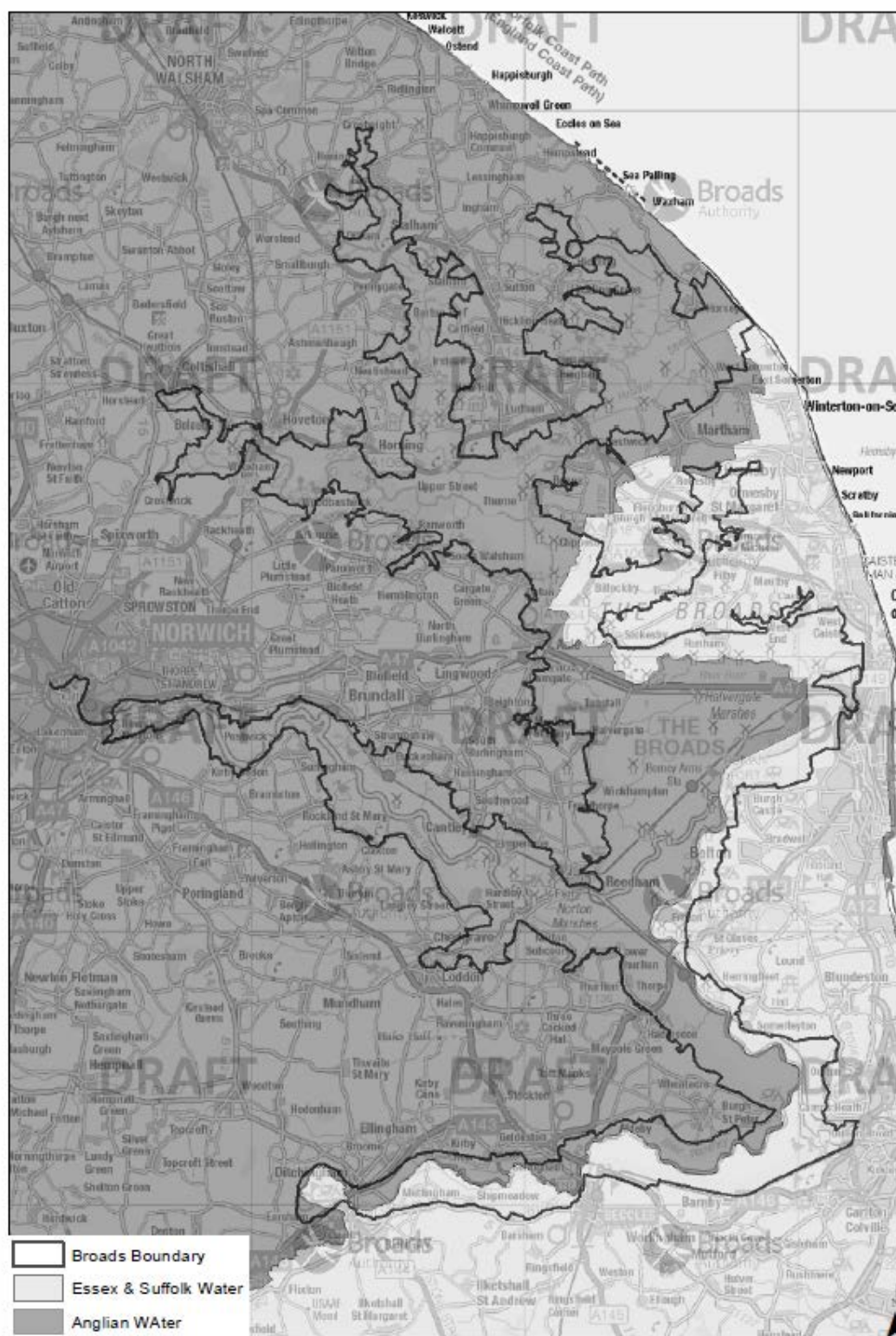
The Authority will start to review the Local Plan around 18 months after it has been adopted. This allows a good period of time for the overall strategy included within the plan to take effect and gives Development Management Officers a good period of time to experience using the policies. With the Local Plan likely to take around 3 years to implement, this review timetable will result in a new Local Plan in place around 5 years after this Local Plan has been adopted and is in line with the Housing White Paper's intentions.

Appendix A: Broads Local Plan Local Development Scheme 2017

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Appendix B: Essex and Suffolk Water Supply Area

WATER SUPPLY AREAS



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Appendix C: Climate-Smart Checklist

How to complete the checklist

Consider the development as a whole, and in terms of its constituent parts including groundworks, construction (low and high level), height of items, water flow on and off the site, proximity to external risk factors (including sea, rivers, streams, ditches, trees, other construction).

We suggest you initially consider your development against current average weather conditions. Then consider recent weather extremes, and what those impacts might do to your development. For example, could it cope with sudden, very intense rain showers? Would a week of mid 30°C temperatures melt anything?

You should then consider future climate projections (relevant to how long you think your development will last). As these are only projections, first consider how likely things are to happen, and at what rate (for example, if you think greenhouse gas emissions will decline quickly, the chances of the highest level projections being reached are slim, and vice versa).

You should also consider what level of risk you could live with (for example, if you think that tolerating significant fluctuations in temperature is an unacceptable risk, you may choose to incorporate certain adaptive features in your development). You may also want to think about potential future occupiers and how attractive 'climate-smart' features would be to them.

Looking to the future will help you consider whether your development needs to be more resilient or adapted to cope more effectively with climate impacts (for example, moving to a different part of the site where there will be more shade for the house, or tree planting to provide shade).

It is particularly important to consider the potential changes in extreme weather conditions. Projections are that such extremes may become more frequent, as well as reaching new highs or lows, such as more intense bursts of rainfall due to increased thunderstorms.

Additional information and advice

To support this checklist, the Broads Authority has a range of additional guidance on getting the best from your development proposals:

- a. **Sustainable Development Guide**⁹¹. This gives comprehensive advice across a range of development types on incorporating a sustainable approach. The Guide will be reviewed every 3 years to see if a revision is required
- b. **Broads Community advice**⁹²: Produced through the Broads Climate Partnership, giving more detailed suggestions for farmers, businesses and local communities on adapting to climate change.
- c. **Broads Climate Adaptation Plan**⁹³: Produced in 2015, the Plan introduces current thinking about climate adaptation for the Broads, setting out the favoured 'climate-smart' approach.

Explanatory notes

Remember that, just as now, there will be chances of extremes at both ends of the weather spectrum (e.g. heavy snow fall, winter 'heatwaves', freak hailstorms, flash flooding, and extreme heat), for which you should already be making allowances according to your assessment of risk.

Sea level rise: Current projections for sea level rise range from 37cm to over 1m by the end of the 21st century. A rising sea increases the threat of over-topping defences or stopping heavy rainfall from running out to sea. It is also likely to mean salty water is pushed further up the rivers (altering wildlife distribution and perhaps increasing

⁹¹ http://www.broads-authority.gov.uk/_data/assets/pdf_file/0015/410307/SustainabilityGuide.pdf

⁹² <http://www.broads-authority.gov.uk/looking-after/projects/broads-community>

⁹³ <http://www.broads-authority.gov.uk/looking-after/climate-change>

corrosion) and could mean air draft under bridges at high tide is likely to be reduced. Higher initial levels could also worsen impacts when surge conditions (strong winds and depressions) combine to push water inland.

Surface water flooding: With more impermeable surfaces due to development, heavy rainfall can overwhelm drains and ditches and give rise to a higher threat of surface water flooding. By keeping land permeable to rainfall, having overflow areas that can hold excess water, or incorporating flood barriers into the building, the risk can be lowered.

Increased water temperature in watercourses: Increased temperatures alongside high nutrients may increase the probability of blue-green algal blooms (which can be toxic) or excessive aquatic vegetation growth. Furthermore, the increased river/lake temperature may affect the overall distribution of species with knock on effects, e.g. on recreation interests.

Heatwaves: Periods of high temperature caused by trapping energy in the atmosphere, along with more cloud free days, could see the prolonged periods of sunshine melting certain materials or causing human health issues. Developing ways to shade living and working spaces (such as window shutters or tree planting) may provide improved tolerance.

Drought: Longer periods of no rainfall could put stress on water levels. This may affect the environment and wildlife (e.g. low flow in rivers, ponds drying out) but could also decrease the amount available for people to use.

What will happen to the development and/or the users or occupiers if there is...?

		Impact level. Put an x to indicate impact.					Why do you think this? What can you do to reduce this impact level? How have you designed the development to address this?
		Nil	Small	Medium	Significant	Extreme	
Higher summer temperatures (average and maximum)							
Longer periods of drought during the summer							
Longer periods of cloud free days							
Water (river, stream and lake) temperatures increased through year especially the summer							
Rainfall coming in more intense bursts	Greater potential for surface water flooding						
	More potential for higher ditch, stream and river levels						
Fewer frosty days							
More frequent storms – the effect of rain and wind							
More extreme / intense storms – the effect of rain and wind							
Rise in sea level							
Increase in salinity in the rivers							
Surge conditions in the North Sea							

Next steps

According to your acceptance of risk, you may wish to make more a detailed exploration and assessment when your self-assessment reaches a certain impact level (e.g. for all 'significant' and above impacts).

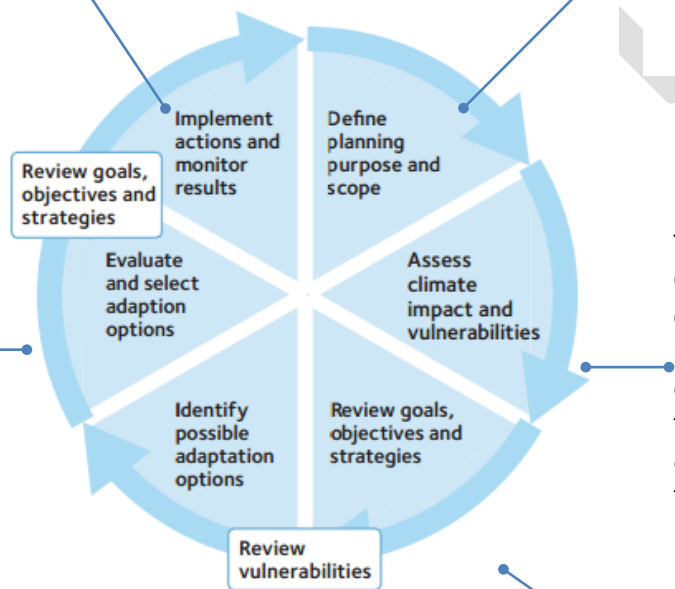
Appendix D: Climate-smart planning cycle

It may be sensible to keep an accurate record of your options and decisions, so you can go back to the assumptions made if the adaptation choice is not working. The changes in the weather and climate can be recorded to give an accurate picture of any changes. Keep informed of changing predictions for climate change and monitor what happens to your development over the years. Different results to what was expected may suggest it would be sensible to go through the steps again to see what needs to, or could, be modified.

Climate change predictions are based on what *could* happen, rather than knowing precisely what *will* happen. As such, do you want to consider the most likely changes, or be prepared for the most extreme conditions just in case? You probably need to understand the lifetime of your development and how things could change over that timescale.

Make the choice about which option to follow. This may be immediate action, or you can identify 'triggers' as to when you are going to act (e.g. you are willing to live with the driveway being flooded a few times a year at very high tides, but when it's happening monthly it will be time to act).

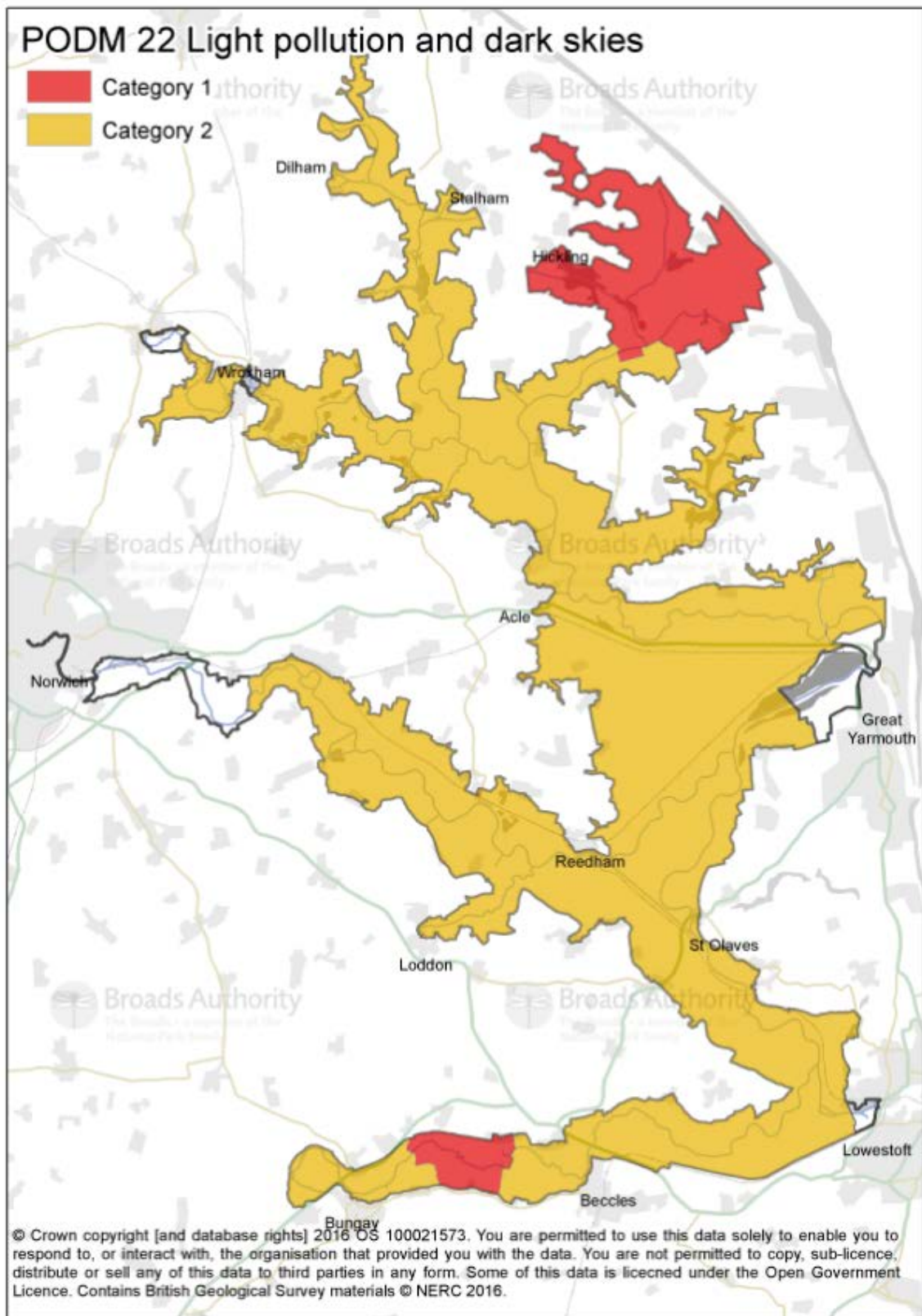
Are there actions you can implement now that would help you cope with a new climate regime? Can you alter construction or management choices that minimise any risks? Can what you construct be altered easily in the future if predictions and/or on site experience is worse than you planned for? Are there different technologies that could be applied to lessen risks? If no options seem possible, you may wish to go back through the steps and modify your goals or objectives.



Taking the preferred projections (See the Met Office/UKCIP09 projections website for details) consider what the climate differences are likely to be and how they may impact on the proposed development. List, and possibly rank, the likely things that could create an adverse impact, as well as any opportunities a changing climate might offer for your development and how it is used.

What do you want to achieve? What will you have at the end of the timescale being considered? For example, how often will you use the development and at what time of year? Perhaps the flood impacts will be negligible or not manifesting themselves in the short-term. Be clear about what you would prefer to have in the future – for example, a development that never floods or one that floods a few times a year.

Appendix E: Light Pollution and Dark Skies – map of zones



Appendix H: Building for Life 12 – Assessment Criteria and checklist

Integrating into the neighbourhood

- 1. Connections:** Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones, while also respecting existing buildings and land uses around the development site?
- 2. Facilities and services:** Does the development provide (or is it close to) community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafes?
- 3. Public transport:** Does the scheme have good access to public transport to help reduce car dependency?
- 4. Meeting local housing requirements:** Does the development have a mix of housing types and tenures that suit local requirements?

Creating a place

- 5. Character:** Does the scheme create a place with a locally inspired or otherwise distinctive character?
- 6. Working with the site and its context:** Does the scheme take advantage of existing topography, landscape features (including water courses), wildlife habitats, existing buildings, site orientation and microclimates?
- 7. Creating well defined streets and spaces:** Are buildings designed and positioned with landscaping to define and enhance streets and spaces and are buildings designed to turn street corners well?
- 8. Easy to find your way around:** Is the scheme designed to make it easy to find your way around?

Street and home

- 9. Streets for all:** Are streets designed in a way that encourage low vehicle speeds and allow them to function as social spaces?
- 10. Car parking:** Is resident and visitor parking sufficient and well integrated so that it does not dominate the street?
- 11. Public and private spaces:** Will public and private spaces be clearly defined and designed to be attractive, well managed and safe?
- 12. External storage and amenity space:** Is there adequate external storage space for bins and recycling as well as vehicles and cycles?

Appendix I: List of policies in the Local Plan including the monitoring and implementation framework.

Strategic Policies

Policy POSP1: DCLG/PINS Model Policy

Policy POSP2: Sustainable Development in the Broads

Policy POSP3: Air, water and waste

Policy POSP4: Flood Risk

Policy POSP5: Climate Change

Policy POSP6: Heritage assets

Policy POSP 7: Getting to the

Policy POSP8: Getting around the Broads

Policy POSP9: Sustainable Tourism

Policy POSP10: Navigable Water Space

Policy POSP11 Mooring Provision

Policy POSP12: Residential development

Policy POSP13: New Community Facilities

Policy POSP14: Developer Contributions

Development Management Policies

Policy PUBDM1: Water Quality

Policy PUBDM2: Boat wash down facilities

Policy PUBDM3: Water Efficiency

Policy PUBDM4: Flood Risk

Policy PUBDM5: Surface water run-off

Policy PUBDM6: Open Space on land, play, sports fields and allotments

Policy PUBDM7: Staithes

Policy PUBDM8: Green Infrastructure

Policy PUBDM9: Climate Smart Checklist

Policy PUBDM10: Peat

Policy PUBDM11: Historic Environment

Policy PUBDM12: Re-use of Historic Buildings

Policy PUBDM13: Natural Environment

Policy PUBDM14: Energy demand and performance

Policy PUBDM15: Renewable Energy

Policy PUBDM16: Landscape

Policy PUBDM17: Land Raising

Policy PUBDM18: Excavated material

Policy PUBDM19: Utilities Infrastructure Development

Policy PUBDM20: Protection and enhancement of settlement fringe landscape character

Policy PUBDM21: Amenity

Policy PUBDM22: Light pollution and dark skies

Policy PUBDM23: Transport, highways and access

Policy PUBDM24: Changes to the Acle Straight (A47T)

Policy PUBDM25: Recreation Facilities Parking Areas

Policy PUBDM26: Sustainable Tourism and Recreation Development

Policy PUBDM27: Holiday Accommodation – New Provision and Retention

Policy PUBDM28: Access to the Water

Policy PUBDM29: Riverbank stabilisation

Policy PUBDM30: Moorings, mooring basins and marinas.

Policy PUBDM31: New housing in the Broads Authority Executive Area

Policy PUBDM32: Affordable Housing

Policy PUBDM33: Residential Development within Defined Development Boundaries

Policy PUBDM34: Gypsy, Traveller and Travelling Show People

Policy PUBDM35: New Residential Moorings

Policy PUBDM36: Permanent and Temporary Dwellings for Rural Enterprise Workers

Policy PUBDM37: Residential Annexes

Policy PUBDM38: Replacement Dwellings

Policy PUBDM39: Custom/self-build

Policy PUBDM40: Design

Policy PUBDM41: Visitor and Community Facilities and Services

Policy PUBDM42: Designing Places for Healthy Lives

Policy PUBDM43: Safety by the Water

Policy PUBDM44: Planning Obligations and Developer Contributions

Policy PUBDM45: Conversion of Buildings

Policy PUBDM46: Advertisements and Signs

Policy PUBDM47: Leisure plots and mooring plots

Sites Specific Policies

Policy POACL1: Acle Cemetery Extension

Policy POACL2: Acle Playing Field Extension

Policy POBEC1: Former Loaves and Fishes, Beccles

Policy POBEC2: Beccles Residential Moorings (H. E. Hipperson's Boatyard)

Policy POBRU 1: Riverside chalets and mooring plots

Policy POBRU2: Riverside Estate Boatyards, etc., including land adjacent to railway line

Policy POBRU3: Mooring Plots

Policy POBRU4: Brundall Marina

Policy POBRU5: Land east of the Yare public house

Policy POBRU6: Brundall Gardens

Policy POCAN1: Cantley Sugar Factory

Policy PODIL 1: Dilham Marina (Tyler's Cut Moorings)

Policy PODIT2: Maltings Meadow Sports Ground, Ditchingham

Policy PODIT3: Ditchingham Maltings Open Space, Habitat Area and Alma Beck

Policy POFLE1: Broadland Sports Club

Policy POGTY 1: Marina Quays (Port of Yarmouth Marina)

Policy POHOR2: Car Parking

Policy POHOR3: Horning Open Space (public and private)

Policy POHOR 4: Waterside plots

Policy POHOR5: Horning Sailing Club

Policy POHOR6: Crabbett's Marsh

Policy POHOR7: Horning - Boatyards, etc. at Ferry Rd. & Ferry View Rd.

Policy POHOR8: Woodbastwick Fen moorings

Policy POHOR9: Land on the Corner of Ferry Road, Horning

Policy POHOV2: Green Infrastructure

Policy POHOV3: Station Road car park

Policy POHOV5: Brownfield land off Station Road, Hoveton

Policy PONOR 1: Utilities Site

Policy PONOR 2: Riverside walk and cycle path

Policy POORM 1: Ormesby waterworks

Policy POOUL 2: Boathouse Lane Leisure Plots

Policy POOUL 3: Oulton Broad - Former Pegasus/Hamptons Site

Policy POPOT 2: Waterside plots

Policy POPOT 3: Green Bank Zones

Policy POSOL 1: Riverside area moorings

Policy POSOL 2: Land adjacent to A143 Beccles Road and the New Cut (Former Queen's Head Public House)

Policy POSTA 1: Land at Stalham Staithe (Richardson's Boatyard)

Policy POTSA 1: Cary's Meadow

Policy POTSA 3: Griffin Lane – boatyards and industrial area

Policy POTSA4: Bungalow Lane – mooring plots and boatyards

Policy POTSA 6: River Green Open Space

Policy POTHU1: Tourism development at Hedera House, Thurne

Policy POWHI1: Whitlingham Country Park

Policy POXNS 1: Trinity Broads

Policy POXNS2: Upper Thurne

Policy POXNS3: The Coast

Policy POXNS4: Main road network

Policy POXNS5: Drainage Mills

Policy POXNS6: Waterside Pubs Network

Policy POXNS10: Railway stations/halts

Policy POXNS11: Former rail trackways

Policy POXNS12: Local Green Space

Appendix J: Superseded Policies

Please note, no policies are proposed to be 'saved'.

REF	What has happened to policy	Reference Number in Preferred Options
DP1	Policy rolled forward with slight amendments.	PUBDM13
DP2	Policy rolled forward with slight amendments.	PUBDM16
DP3	Policy rolled forward with slight amendments.	PUBDM1
DP4	Policy rolled forward with slight amendments.	PUBDM40
DP5	Policy rolled forward with slight amendments.	PUBDM11
DP6	Policy rolled forward with slight amendments.	PUBDM12
DP7	Policy rolled forward with slight amendments.	PUBDM14
DP8	Policy rolled forward with slight amendments.	PUBDM15
DP9	Policy rolled forward with slight amendments- now utilities infrastructure	PUBDM19
DP10	Policy rolled forward with slight amendments.	PUBDM46
DP11	Policy rolled forward with slight amendments.	PUBDM23
DP12	Policy rolled forward with slight amendments.	PUBDM28
DP13	Policy rolled forward with slight amendments.	PUBDM29
DP14	Policy rolled forward with slight amendments.	PUBDM26
DP15	Policy rolled forward with slight amendments.	PUBDM27
DP16	Policy rolled forward with slight amendments.	PUBDM30
DP17	Policy rolled forward with slight amendments.	PUBDM47
DP18	Will be assessed following employment study completion.	See economy section
DP19	Will be assessed following employment study completion.	See economy section
DP20	Will be assessed following employment study completion.	See economy section
DP21	Policy rolled forward with slight amendments.	PUBDM45
DP22	Forms part of Development Boundary policy.	PUBDM33
DP23	Policy rolled forward with slight amendments.	PUBDM32
DP24	Policy rolled forward with slight amendments.	PUBDM38
DP25	Policy rolled forward with slight amendments.	PUBDM35
DP26	Policy rolled forward with slight amendments.	PUBDM36
DP27	Rolled forward with slight changes and combined with CS25.	PUBDM41
DP28	Policy rolled forward with slight amendments.	PUBDM21
DP29	Policy rolled forward with slight amendments.	PUBDM4
DP30	Policy rolled forward with slight amendments.	PUBDM44
CS1	Incorporated into a new sustainable development policy.	POSP2
CS2	Incorporated into a new sustainable development policy.	POSP2
CS3	Rolled forward with some slight amendments. Combined with CS13 and CS15.	POSP10
CS4	Incorporated into a new sustainable development policy.	POSP2
CS5	Policy rolled forward with slight changes. Combined with CS6	POSP6
CS6	Policy rolled forward with slight changes. Combined with CS5	POSP6
CS7	Policy rolled forward with slight changes	POSP3
CS8	Policy rolled forward with slight changes	POSP5
CS9	Combined into tourism strategic policies.	POSP9

REF	What has happened to policy	Reference Number in Preferred Options
CS10	Discarded. Approach no longer deemed necessary.	-
CS11	Combined into tourism strategic policies.	POSP9
CS12	Combined into tourism strategic policies.	POSP9
CS13	Rolled forward with some slight amendments. Combined with CS3 and CS15.	POSP10
CS14	Rolled forward with some slight amendments.	POSP11
CS15	Rolled forward with some slight amendments. Combined with CS3 and CS13.	POSP10
CS16	Rolled forward with some slight amendments.	POSP7
CS17	Rolled forward with some slight amendments.	POSP8
CS18	Rolled forward with some slight amendments. Combined with CS24.	POSP12
CS19	Combined into tourism strategic policies.	POSP9
CS20	Many changes to reflect changes in national flood risk policy since the core strategy.	POSP4
CS21	Combined into tourism strategic policies.	POSP9
CS22	Will be assessed following employment study completion.	See economy section
CS23	Will be assessed following employment study completion.	See economy section
CS24	Rolled forward with some slight amendments. Combined with CS18.	POSP12
CS25	Combined with DP27	PUBDM41
ACL1	Rolled forward with some slight amendments.	POACL1
ACL2	Rolled forward with some slight amendments.	POACL2
BRU1	Rolled forward with some slight amendments.	POBRU1
BRU2	Rolled forward with some slight amendments.	POBRU2
BRU3	Rolled forward with some slight amendments.	POBRU3
BRU4	Rolled forward with some slight amendments.	POBRU4
BRU5	Rolled forward with some slight amendments.	POBRU5
BRU6	Rolled forward with some slight amendments.	POBRU6
CAN1	Rolled forward with some slight amendments.	POCAN1
DIL1	Rolled forward with some slight amendments.	PODIL1
DIT1	Discarded. Development built out. New open space policy proposed (to follow)	-
DIT2	Rolled forward with some slight amendments.	PODIT2
GTY1	Rolled forward with some slight amendments.	POGTY1
HOR1	Forms part of Development Boundary policy.	PUBDM33
HOR2	Rolled forward with some slight amendments.	POHOR2
HOR3	Rolled forward with some slight amendments.	POHOR3
HOR4	Rolled forward with some slight amendments.	POHOR4
HOR5	Rolled forward with some slight amendments.	POHOR5
HOR6	Rolled forward with some slight amendments.	POHOR6
HOR7	Rolled forward with some slight amendments.	POHOR7
HOR8	Rolled forward with some slight amendments.	POHOR8
HOV1	Forms part of Development Boundary policy.	PUBDM33
HOV2	Rolled forward with some slight amendments.	POHOV2
HOV3	Rolled forward with some slight amendments.	POHOV3
HOV4	Policy relates to retail. Discussions ongoing with North Norfolk District Council regarding retail work as well as joined approach with regards to this town centre which is partly within NNDC and partly within BA.	See retail section

REF	What has happened to policy	Reference Number in Preferred Options
NOR1	Rolled forward with some slight amendments.	PONOR1
NOR2	Rolled forward with some slight amendments.	PONOR2
ORM1	Rolled forward with some slight amendments.	POORM1
OUL1	Forms part of Development Boundary policy.	PUBDM33
OUL2	Rolled forward with some slight amendments.	POOUL2
OUL3	Rolled forward with some slight amendments.	POOUL3
POT1	Retail element to reflect future retail work with NNDC. Potential for a masterplan being considered.	See retail section
POT2	Rolled forward with some slight amendments.	POPOT2
POT3	Rolled forward with some slight amendments.	POPOT3
SOL1	Rolled forward with some slight amendments.	POSOL1
SOL2	Rolled forward with some slight amendments.	POSOL2
STA1	Rolled forward with some slight amendments.	POSTA1
TSA1	Rolled forward with some slight amendments.	POTSA1
TSA3	Rolled forward with some slight amendments.	POTSA3
TSA4	Rolled forward with some slight amendments.	POTSA4
TSA5	Forms part of Development Boundary policy.	PUBDM33
TSA6	Rolled forward with some slight amendments.	POTSA6
THU1	Rolled forward with some slight amendments.	POTHU1
WES1	Discarded. Development built out.	
WHI1	Rolled forward with some slight amendments.	POWHI1
XNS1	Rolled forward with some slight amendments.	POXNS1
XNS2	Rolled forward with some slight amendments.	POXNS2
XNS3	Rolled forward with some slight amendments.	POXNS3
XNS4	Rolled forward with some slight amendments.	POXNS4
XNS5	Rolled forward with some slight amendments.	POXNS5
XNS6	Rolled forward with some slight amendments.	POXNS6
XNS7	Rolled forward but combined with other 'new' routes.	POXNS11
XNS8	Rolled forward with some slight amendments.	POXNS8
XNS9	Forms part of Development Boundary policy.	PUBDM33
TSA2	Amended to update in light of various court decisions.	To follow in publication version

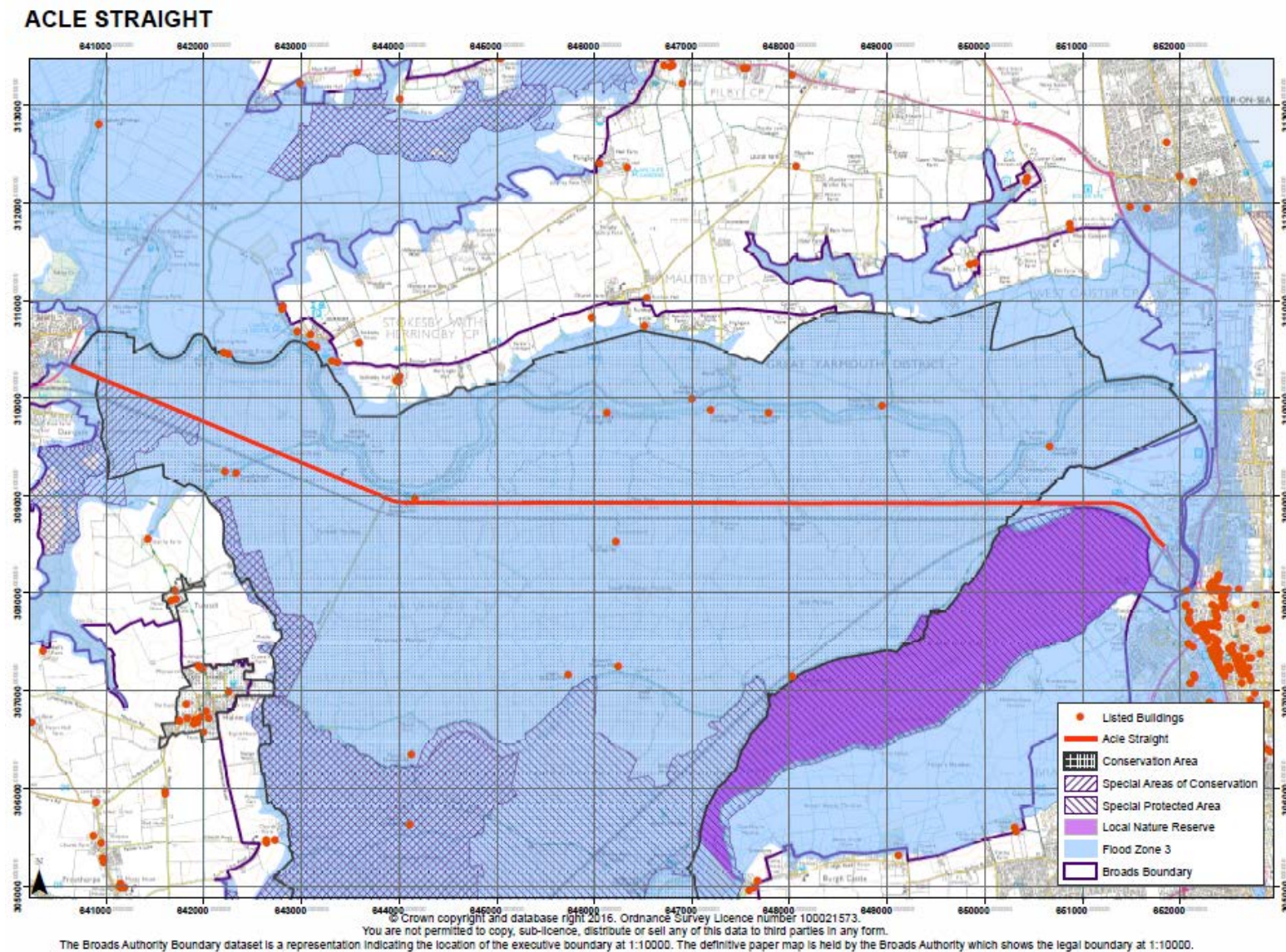
Appendix K: Location of Peat

DRAFT

Appendix L: Location of Staithes

DRAFT

Appendix M: Acle Straight and Considerations/Constraints



Appendix N: List of evidence base and other supporting documents

Completed Evidence:

- Renewable Energy Topic Paper (2016)
- Local Infrastructure Report (2016)
- Rural Enterprise Dwellings and PPS7 Topic Paper (2016)
- Development Boundaries Topic Paper (2016)
- Housing Topic Paper (2016)
- Duty to Cooperate Statement (2016)
- Broads Authority Dark Skies Study (2016) and Dark Skies Assessment (2016)
- Central Norfolk Strategic Housing Market Assessment (SHMA) (2016)
- Indices of Multiple Deprivation topic paper (2016)
- Settlement Study (2016)
- Major hazards (2016)
- Sequential Test (2016)
- Residential Moorings Topic Paper (2016)
- Assessment of the Broads Plan versus the Local Plan (2016)
- How issues raised in Issues and Options addressed in the Preferred options (2016)
- Central Norfolk SHMA update (2017)
- Gypsy and Traveller and caravan need (2017)
- Houseboats need (2017)
- Viability Assessment of the Local plan (2017)
- Habitats Regulation Assessment (2016 and 2017)
- Sustainability Appraisals (2016 and 2017)
- Local Green Space Assessment (2017)
- Housing and Economic Land Availability Assessment (2017)

Evidence yet to be completed:

- Strategic Flood Risk Assessment (due middle/late 2017 and also 2019)