

**Proposed changes to the Adopted Sites Specific Policies
Planning Committee May 2016**

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Please note that these are suggested amendments to the adopted Sites Specifics Policies as the new Local Plan is produced. The current adopted policies are in place and are not amended. Any changes will come into force when the new Local Plan is adopted.

General proposed changes to the Sites Specifics

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

Many of the current policies refer to works within 9 m of a river requiring consent from the Environment Agency. Firstly, this threshold and wording has changed. Secondly, this relates to all the site specific policies. As such, it is proposed to delete this from the reasoned justification of the policies to save repetition and have a section at the start of the Site Specific policies section of the Local Plan that refers to the updated threshold, as follows:

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.

Horning – Knackers Yard Water Recycling Centre

Various policies relating to Horning refer to the issues of capacity of the Knackers Yard Water Recycling Centre. It is proposed to add this area issue to the new Local Plan policy that relates to water quality, rather than repeat it in numerous individual site policies although cross reference to the water quality policy, in the reasoned justification of policies on Horning, may be appropriate. Typical text in policies and reasoned justification of the current sites specifics policies is as follows:

- 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.
- Restrictions on development without benefit of adequate mains sewerage are added on the advice of the Environment Agency in light of the potential for harm to nearby environmentally designated sites and the current shortcoming of the mains sewerage in the locality.

Explanation of some terms used.

These terms are used a lot in the Sites Specifics Local Plan, and will therefore be used in the new Local Plan as relevant policies are refreshed and rolled forward:

- **Mooring plot:** an area on land associated with moorings. May have boundary treatments, but limited other paraphernalia other than that incidental to the enjoyment of the moorings. (photo to follow)
- **Leisure plot:** 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. (photo to follow)
- **Mooring cut:** similar to a drive way for cars. Effectively an area to moor a boat that is not on the main river or waterway.

Please note – not adopted policy.



- **Mooring basin:** similar to a car park for cars. Effectively an area where many vessels are moored, off the main river or waterway.



Please note – not adopted policy.

Summary of proposed policy changes

Policies in grey are not included within this document.

Policy	Summary of policy changes
ACL1	Not in this document. Ongoing CPO issue.
ACL2	Not in this document. Ongoing CPO issue.
BRU1	Some amendments to the policy to make the wording firmer and to remove repetition.
BRU2	Some amendments to policy to make wording firmer. References to other policies will need updating.
BRU3	Slight change to ensure consistency with other policies when referring to wind shadow. 'Quay heading' replaced with 'moorings' to reflect the different types of moorings as set out in the mooring guide.
BRU4	Some amendments to policy to make wording firmer and clarify the locations referred to. References to other policies will need updating.
BRU5	Slight changes to make policy firmer and read better.
BRU6	No changes to policy but references to other policies will need updating.
CAN1	Not in this document. Meeting with management to be held on site.
DIL1	Slight change to ensure consistency with other policies when referring to wind shadow. 'Quay heading' replaced with 'moorings' to reflect the different types of moorings as set out in the mooring guide.
DIT1	Discarded. Development built out. New open space policy proposed (to follow)
DIT2	Not in this document. Considering a generic community facilities policy or may bring site allocation back to planning committee at a later date.
GTY1	Not in this document. Site visit and discussion with owners to be undertaken.
HOR1	Not in this document. See development boundary topic paper.
HOR2	Some amendments to policy. Will apply to two areas in conjunction to the changes to HOR3. A new small but important parking area, near the staithe, will be allocated as part of HOR2. Text which relates to the change of use of the car park removed as the ultimate aim of the policy is to retain the car park. Removal of reference to Knacker's Yard and waste water issue.
HOR3	No change to policy. Policy maps will be amended to remove roads and car parking as this policy relates to open space. The pub garden will be marked as private open space and protected. See map at Appendix A.
HOR4	'Quay heading' replaced with 'moorings' to reflect the different types of moorings as set out in the mooring guide. Area classed as HOR4 will be expanded. See map at Appendix A.
HOR5	Removal of reference to Knacker's Yard and waste water issue. Policy wording made firmer.
HOR6	Some policy wording moved to reasoned justification.
HOR7	References to other policies will need updating. Consistent text in relation to wind shadow. Removal of reference to Knacker's Yard and waste water issue. Note that the corner of Ferry Road may have its own policy – this was being looked into at the time of writing.
HOR8	References to other policies will need updating. Some very minor amendments to policy. Elaboration in the reasoned justification as to why the area is not suitable for residential moorings. 'Quay heading' replaced with 'moorings' to reflect the different types of moorings as set out in the mooring guide.
HOV1	Not in this document. See development boundary topic paper.
HOV2	No changes. Very slight amendments to reasoned justification.
HOV3	Amendments to give greater protection to the car park and to make the policy more consistent with HOR2.
HOV4	Not in this document. 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.
NOR1	Some formatting changes to the first part of the policy. Wording of the second part is made stronger.

Please note – not adopted policy.

Policy	Summary of policy changes
NOR2	Amendments to refer to cycle path as well as correcting the river to which is next to this allocation. In the reasoned justification, reference to new Safety by the Water policy is made.
ORM1	Reference to reducing light pollution added.
OUL1	Not in this document. See development boundary topic paper.
OUL2	Amendment to current criterion allowing one of each type of building.
OUL3	Changes to clarify what is required. Two new criteria relating to landscaping and access to/views of the water.
POT1	Not in this document. Retail element to reflect future retail work with NNDC. Potential for a masterplan being considered.
POT2	'Quay heading' replaced with 'moorings' to reflect the different types of moorings as set out in the mooring guide. Reference to reducing light pollution added.
POT3	No change.
SOL1	'Quay heading' replaced with 'moorings' to reflect the different types of moorings as set out in the mooring guide.
SOL2	No change to policy and reasoned justification
STA1	Not in this document. As per the Development Boundary Topic Paper, Stalham Staithe has potential for a development boundary.
TSA1	Policy changed to relate to recreation use.
TSA3	Not in this document. Policy being used over the coming months. Officers will be asked about experience in using the policy.
TSA4	Slight amendments to the policy to avoid repetition and make some areas of the policy stronger.
TSA5	Not in this document. See development boundary topic paper.
TSA6	Slight amendments to the policy to clarify.
THU1	No change to policy. Some changes to reasoned justification.
WES1	Development completed. Policy discarded.
WHI1	Not in this document. Site visit and discussion with owners to be undertaken.
XNS1	Light pollution wording added to policy. Built up areas also need to consider tranquillity.
XNS2	
XNS3	Policy remains the same. Reasoned justification refreshed.
XNS4	Small amendments to policy, but reasoned justification refreshed.
XNS5	Not in this document. Policy amended. See heritage policies.
XNS6	Not in this document. Waiting to see what happens to Berney Arms.
XNS7	Not in this document. Combined with other routes.
XNS8	No change.
XNS9	Development boundaries being assessed. Will come at a later date.

Maps

Please note that the maps that are referred to in this document are the adopted policies maps which can be found here: <http://www.broads-authority.gov.uk/planning/planning-policies/development/current-documents/site-specific-policies>

3.3 BRUNDALL RIVERSIDE

Policy BRU 1: Riverside chalets and mooring plots

Inset Map x

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 ~~considerations of the~~ area's vulnerability to flooding and the ~~desirability of retaining 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 ~~(subject to the restraints on development in areas of flood risk)~~ 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;
 - (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;
 - (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.

CONSTRAINTS & FEATURES

Whole area at serious risk of flooding (zones 2 & 3 by EA ~~2012~~ mapping; 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.

SUSTAINABILITY APPRAISAL CONCLUSION

To follow

SUMMARY PLANNING RATIONALE

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, has 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 x as the Brundall riverside area generally has good dark skies.

The Environment Agency supports the intention to keep buildings back from the river frontage. Whilst '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.

MONITORING INDICATORS

To follow

**Policy BRU 2: Riverside Estate Boatyards, etc., including land adjacent to railway line
Inset Map 2**

In this area the development and retention of the boatyards and related uses will be encouraged, and Broads Policies ~~DP18-xxx~~ (General Employment) and ~~DP20-xxx~~ (Boatyards) 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 ~~the desirability of~~ limiting wind shadow on the river in the interests of sailing.

~~Development Management policy DP25~~ ~~Policy xxx~~ (New Residential Moorings) will apply as the area will be treated as if it were adjacent to the development boundary. Proposals for ~~r~~Residential ~~m~~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 ~~DP18-xxx~~ and ~~DP20 of the Development Management Policies DPDxxx~~.

CONSTRAINTS & FEATURES

The area is at serious risk of flooding (almost whole area in zones 2 & 3 by EA ~~2012~~-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.

SUSTAINABILITY APPRAISAL CONCLUSION

To follow

PLANNING SUMMARY RATIONALE

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 EA 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 BA 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 ~~Development Management Policies DP18, DP20 and DP25 policies xxx~~, conversion of an entire business to ~~r~~Residential ~~m~~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 x as the Brundall Riverside area generally has good dark skies.~~

MONITORING INDICATORS

~~To follow~~

Policy BRU 3: Mooring Plots Inset Map 2

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 ~~quay headings~~ 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 the desirability of limiting wind shadow on the river in the interests of sailing, where this is compatible with the navigational use of the area.~~

The permanent or seasonal occupation of the land, vehicles, boats, etc., or the stationing of caravans, will not be permitted.

CONSTRAINTS & FEATURES

The area is at serious risk of flooding (zone 3 by EA ~~2012~~ 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 all PD Rights.

SUSTAINABILITY APPRAISAL CONCLUSION

~~To follow~~

PLANNING SUMMARY ASSESSMENT

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 Guidance¹.

MONITORING INDICATORS

To follow

Policy BRU 4: Brundall Marina Inset Map 2

In this area:

- i. the development and retention of marina, boatyard and related uses will be encouraged;
- ii. ~~Development Management Policies DP18~~policy xxx (General Employment) and ~~DP20~~xxx (Boatyards) will apply; and,
- iii. ~~Development Management policy DP25~~policy xxx (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) ~~the desirability of~~ 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) ~~the desirability of~~ providing permeable surfaces and controlled drainage

¹ http://www.broads-authority.gov.uk/_data/assets/pdf_file/0005/703940/Mooring-design-guide.pdf

CONSTRAINTS & FEATURES

The area is at serious risk of flooding (zones 1, 2 & 3 by EA ~~2012~~-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.

SUSTAINABILITY APPRAISAL CONCLUSION

To follow

PLANNING SUMMARY ASSESSMENT

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 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.

~~Development Management Policy DP25~~Policy xxx 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 x as the Brundall Riverside area generally has good dark skies.

MONITORING INDICATORS

To follow

Policy BRU 5: Land east of the Yare public house

Inset Map 2

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 ~~in light of~~ ~~there~~reflect flood risk to the area and ~~desirability of retaining~~retain flood capacity.

CONSTRAINTS & FEATURES

Flood risk (site includes zones 1, 2, & 3b by SFRA 2007 mapping; and zones 1, 2, & 3 by EA ~~2012~~-mapping).

Adjacent SAC, SPA, SSSI, Ramsar site.

Archaeological interest (brick kiln).
Tree Preservation Order.

SUSTAINABILITY APPRAISAL CONCLUSION

To follow

PLANNING SUMMARY ASSESSMENT

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.

MONITORING INDICATORS

To follow

Policy BRU 6: Brundall Gardens Inset Map 2a

Development Management policy ~~DP25-xxx~~ (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 ~~DP18-xxx~~ and ~~DP20-xxx~~ of the Development Management Policies DPD. Proposals must ensure no adverse effects on the conservation objectives and qualifying features of the nearby SSSI

CONSTRAINTS & 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-~~2013~~).

SUSTAINABILITY APPRAISAL CONCLUSION

To follow

PLANNING SUMMARY ASSESSMENT

The BA 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 ~~Development Management Policies DP18xxx, DP20-xxx and DP25xxx~~, 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.

MONITORING INDICATORS

To follow

3.6 DILHAM

Policy DIL 1: Dilham Marina (Tyler's Cut Moorings)

Inset Map 4

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 ~~quay heading~~ 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 ~~encouraged, and advice provided to aid this~~ supported in a way which ~~facilitates~~ 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 & FEATURES

Flood risk (site partly in zone 3b by SFRA 2007 mapping).

The area is close upstream from SSSI, SAC SPA, Ramsar site.

SUSTAINABILITY APPRAISAL CONCLUSION

To follow

PLANNING SUMMARY ASSESSMENT

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 Guidance².

² http://www.broads-authority.gov.uk/_data/assets/pdf_file/0005/703940/Mooring-design-guide.pdf

MONITORING INDICATORS

To follow

3.10 HORNING

Policy HOR 2: Car Parking Inset Map 7

The continued use of this land for car parking for visitors ~~and others~~ will be supported, ~~and change to other uses only permitted if alternative car parking of equivalent capacity and convenience has been provided elsewhere in the vicinity.~~

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.

~~Any change of use from car parking will need to be supported by a site flood risk assessment and demonstrated to be in conformity with national policy on flood risk.~~

~~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.~~

CONSTRAINTS & FEATURES

Within Horning Conservation Area.

Not far (across river) from SSSI.

Flood risk (zones 1, 2 & 3 by EA ~~2012~~ mapping).

SUSTAINABILITY APPRAISAL CONCLUSION

To follow

PLANNING SUMMARY ASSESSMENT

Horning is a popular location for its views, boating, shops, public houses, river boat trips and more. Most visitors and residents arrive by car. (Public transport is limited and distances and routes to other centres do not encourage cycling and walking.) The car parks in the village are important to the village's economy and to the value of the area for the 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, ~~and its loss would be a major blow to the village's economy and to the value of the area for~~

~~enjoyment of the Broads.~~

~~Reference to flood risk in relation to any change of use is included on the recommendation of the Environment Agency in view of the site's proximity to identified areas of higher flood risk.~~

~~Restrictions on development without benefit of adequate mains sewerage are added on the advice of the Environment Agency in light of the potential for harm to nearby environmentally designated sites and the current shortcoming of the mains sewerage in 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 x as the Horning area generally has good dark skies.~~

MONITORING INDICATORS

To follow

Policy HOR 3: Open Space (public and private)

Inset Map 7 (amend to remove roads and car parking and make pub car park a different symbol)

This area of open space is conserved for its contribution to the character and landscape of Horning, and the amenity of residents and visitors.

CONSTRAINTS & FEATURES

Within Horning Conservation Area.

Just across river from SSSI.

Flood risk (zones 1, 2 & 3 by EA ~~2012~~ mapping).

SUSTAINABILITY APPRAISAL CONCLUSION

To follow

PLANNING SUMMARY ASSESSMENT

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 one 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 ~~Development Management Policies-DPD~~ 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' was 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 quant appearance of this area to those on both land and water.

The Environment Agency has confirmed the compatibility of the open space designation with the identified flood risk to the site. ~~However, any works proposed to take place within 9 metres of the main River Bure will require an appropriate consent from the Environment Agency.~~

MONITORING INDICATOR

To follow

Policy HOR 4: Waterside plots

Inset Map 7 (development boundary to be removed from the area sandwiched between the allocations of HOR4 near to the sailing club)

The designated area of waterside plots will be protected from over-intensive development and suburbanisation (including from the character of ~~quay~~ **headingsmoorings** 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.

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, ~~and to the needs of the Environment Agency for access to the riverside for maintenance access~~).

CONSTRAINTS & FEATURES

Parts close to (across river) SAC, SPA, Ramsar, SSSI.

Flood risk (zone 3 by EA ~~2012~~ mapping).

SUSTAINABILITY APPRAISAL CONCLUSION

To follow

PLANNING SUMMARY ASSESSMENT

The Policy follows the preceding Local Plan's general approach of seeking to balance 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.

~~Any works proposed to take place within 9 metres of the main River Bure will require an appropriate consent from the Environment Agency.~~

The sailing club is excluded, and is subject of a separate policy (HOR 5).

~~Proposals will need to meet the requirements of policy x as the Horning area generally has good dark skies.~~

~~Applicants are directed to the Authority's adopted Mooring Design Guidance³.~~

MONITORING INDICATORS

~~To follow~~

Policy HOR 5: Horning Sailing Club Inset Map 7

Continued use of the island for sailing facilities will be ~~encouraged~~**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:~~

- ~~(i) Be of H~~**high standards of design will be required for buildings and structures, and particular care will be taken to:-**
- ~~(ii) limit the height, bulk and extent of building to retain the general openness of the area in which the club is located;~~
- ~~(iii) seek provide~~**permeability of hard surfaced areas and sustainable drainage systems (SUDS);**
- ~~(iv) avoid harming impacting~~**the amenity of nearby occupiers; and**
- ~~(v) consider the implications of any proposed development on avoid impacting~~**navigation and nature conservation (including designated Natura 2000 sites).**

The continued use of the land south of the footbridge for car parking associated with the sailing club is supported, but built development here would not be acceptable.

~~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.~~

CONSTRAINTS & FEATURES

Lies within Horning Conservation Area.

Just across river from SSSI, SAC, SPA, Ramsar Site.

³ http://www.broads-authority.gov.uk/_data/assets/pdf_file/0005/703940/Mooring-design-guide.pdf

Flood risk (zone 3 by EA ~~2012~~-mapping).

SUSTAINABILITY APPRAISAL CONCLUSION

To follow

PLANNING SUMMARY ASSESSMENT

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 Broads Development Management Policy DP1 require that this potential is assessed and avoided in respect of any future planning application.

~~Restrictions on development without benefit of adequate mains sewerage are added on the advice of the Environment Agency in light of the potential for harm to nearby environmentally designated sites and the current shortcoming of the mains sewerage in the locality.~~

~~Proposals will need to meet the requirements of policy x as the Horning area generally has good dark skies.~~

MONITORING INDICATORS

To follow

Policy HOR 6: Crabbett's Marsh Inset Map 7

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. ~~This includes sheds and similar structures, such engineering works as raised ground levels, road building, creation of moorings, cuts, paved tracks, hard standings or quay headings.~~ (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 & 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 ~~2012~~ mapping, with small areas of zones 1 & 2).

SUSTAINABILITY APPRAISAL CONCLUSION

To follow

PLANNING SUMMARY ASSESSMENT

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) ~~have~~^{has} sought to resist built development and engineering works such as the building of roads and the cutting of mooring basins.

The proposed Policy continues the Local Plan's approach seeking 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; such engineering works as raised ground levels, road building, 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.

MONITORING INDICATORS

To follow

Policy HOR: 7 Horning - Boatyards, etc. at Ferry Rd. & Ferry View Rd.

Inset Map 7

****Note that the corner of Ferry Road may have its own policy****

The land identified on the Adopted Policies Map will be subject to policies **DP18-xxx** (General Employment) and **DP20-xxx** (Boatyards), and for the purposes of **DP25-xxx** (New Residential Moorings) will be treated as if adjacent to the development boundary.

Developments should include

- a. appropriate measures to manage any risk of water pollution arising from development; and,
- b. 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. avoiding wind shadowing impacts on river sailing.**

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.

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.

CONSTRAINTS & FEATURES

Close to SAC, SPA, Ramsar site, SSSI, NNR.

Flood risk (predominantly zone 3 by EA **2012**-mapping, with small areas of zones 1 & 2).

SUSTAINABILITY APPRAISAL CONCLUSION

To follow

PLANNING SUMMARY ASSESSMENT

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 **(although some of this has remained unoccupied)**. 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 **Development Management** Policy is specifically applied to it (as it is to a limited number of other boatyards elsewhere).

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. ~~Further, any works proposed to take place within 9 metres of the main River Bure will require an appropriate consent from the Environment Agency.~~

~~Restrictions on development without benefit of adequate mains sewerage are added on the advice of the Environment Agency in light of the potential for harm to nearby environmentally designated sites and the current shortcoming of the mains sewerage in the locality.~~

Proposals will need to meet the requirements of policy x as the Horning area generally has good dark skies.

MONITORING INDICATORS

To follow

Policy HOR 8: Woodbastwick Fen moorings

Inset Map 7

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 ~~quay headings~~ 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 DM Policy DP25xxx.)~~

CONSTRAINTS & 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 ~~2012~~ mapping).

SUSTAINABILITY APPRAISAL CONCLUSION

To follow

PLANNING SUMMARY ASSESSMENT

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 Guidance⁴.

MONITORING INDICATORS

To follow

3.11 HOVETON & WROXHAM

Policy HOV 2: Green Infrastructure

Inset Map 8

The identified significant areas of ~~g~~Green ~~i~~nfrastructure 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 & 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 ~~2012~~-mapping).

SUSTAINABILITY APPRAISAL CONCLUSION

To follow

PLANNING SUMMARY ASSESSMENT

This Policy seeks to protect a number of areas of open space/green infrastructure. It is

⁴ http://www.broads-authority.gov.uk/_data/assets/pdf_file/0005/703940/Mooring-design-guide.pdf

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 is an area 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 ~~the open space~~^{this pP} 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 in consultation~~ 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 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.

MONITORING INDICATORS

To follow

Policy HOV 3: Station Road car park Inset Map 8

This area will be retained in use for car parking, ~~unless a commensurate scale and accessibility of parking provision is secured in a satisfactory manner elsewhere within the central area of the village.~~ Environmental improvements and landscaping will be encouraged to improve its contribution to the character and appearance of the area.

CONSTRAINTS & FEATURES

Flood risk (zones 1, 2 & 3 by EA ~~2012~~ mapping).

SUSTAINABILITY APPRAISAL CONCLUSION

To follow

PLANNING SUMMARY ASSESSMENT

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.

~~This land might, in principle, be suitable for alternative forms of development, but the loss of the car parking it provides would harm the village and the accessibility of facilities to many. Provision of equivalent car parking elsewhere close to the centre of the village would be very difficult to achieve. However, in the unlikely event that such parking provision could be accommodated elsewhere, the wording of this Policy would conditionally allow a change of use.~~

MONITORING INDICATORS

To follow

3.13 NORWICH

Policy NOR 1: Utilities Site

Inset Map 9

Redevelopment of this area will be sought to realise its potential contribution to the strategic needs of the 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) ~~which–~~
- b) Protects and enhances natural assets;
- c) Provides a high quality local environment;
- d) Balances scale and massing of development having regard to its location on the fringe of the countryside, and makes a positive contribution to the views between the river and the site;
- e) Does not impede the navigation of the rivers Yare and Wensum;
- f) Manages flood risk on the site and does not increase this elsewhere;
- g) Provides sustainable access, including the pedestrian and cycle links through the site and linking to the wider network;
- h) Provides public access to the length of the Yare riverfront;
- i) ~~Is~~ Are energy and water efficient;
- j) Identifies, and provides remediation of, any existing ground contamination;
- k) Manages any risk of pollution of groundwater or river water arising from the proposed uses; and
- l) Makes 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 Authority will also expect the following to be delivered as part of the overall scheme unless it is demonstrated this cannot be achieved: seek, where this can be satisfactorily achieved as part of the overall scheme, –

- 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 & FEATURES

Close to Norfolk County Wildlife Site – Carey's Meadow.

Likely to be of archaeological interest (Roman and WW2 finds in vicinity).

Flood risk (zone 2 by EA ~~2012~~ mapping).

Contributes to the urban/rural transition.

Semi natural habitat on the edge of Norwich.

SUSTAINABILITY APPRAISAL CONCLUSION

To follow

PLANNING SUMMARY ASSESSMENT

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.

MONITORING INDICATORS

To follow

Policy NOR 2: Riverside walk and cycle path
Inset Map 9

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 & FEATURES

Likely archaeological interest in the area (Roman wharfs, WW2 structures found in vicinity).
Flood risk (zone 2 by EA ~~2012~~-mapping).

SUSTAINABILITY APPRAISAL CONCLUSION

To follow

PLANNING SUMMARY ASSESSMENT

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.

MONITORING INDICATORS

To follow

3.14 ORMESBY ST. MICHAEL

Policy ORM 1: Ormesby waterworks Inset Map 10

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: and**
- 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;**
- b)c) reduces light pollution; and**
- c)d) has no adverse impact on the adjacent Special Area of Conservation and Site of Special Scientific Interest.**

CONSTRAINTS & FEATURES

Site adjacent to, and slightly overlapping with, SAC and SSSI.

Flood risk (zones 1, 2 & 3 by EA ~~2012~~ mapping).

SUSTAINABILITY APPRAISAL CONCLUSION

To follow

PLANNING SUMMARY ASSESSMENT

Ormesby waterworks, run by Essex and 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 x as the Trinity Broads generally has very good dark skies.

MONITORING INDICATORS

To follow

3.15 OULTON BROAD

Policy OUL 2: Boathouse Lane Leisure Plots

Inset Map 11

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. ~~there are no more than one of each on the site~~ 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 and materials 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 & FEATURES

Within Oulton Broad Conservation Area. Near (across broad) SAC, SPA, SSSI.

Article 4 Direction (1981) – removes permitted development rights for walls, gates, enclosures, etc.

Flood risk (zones 1, 2 & 3 by EA ~~2012~~ mapping; mainly zones 3a & 3b, and some zone 2, by SFRA 2007 mapping).

SUSTAINABILITY APPRAISAL CONCLUSION

To follow

PLANNING SUMMARY ASSESSMENT

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. Whilst '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.

MONITORING INDICATORS

To follow

**Policy OUL 3: Oulton Broad - Former Pegasus/Hamptons Site
Inset Map 11**

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: ~~demonstrate~~

- ~~(i) Be of -H~~ (i) Have high standards of design;
- ~~(ii)(ii)~~ (ii) Have high quality landscaping
- ~~(ii)(iii)~~ (iii) A full Fully assessment of the impact of the development on the surrounding road network and demonstrate ion-of adequate capacity to meet the likely traffic demands and demonstration-of adequate capacity or provision of adequate mitigation to meet the likely traffic demands of the site;
- ~~(iii)(iv)~~ (iv) Incorporation ion-of-e appropriate measures to manage any risk of water pollution arising from the development;
- ~~(iv)(v)~~ (v) Incorporate ion-of appropriate measures to mitigate or remedy any ground contamination; and
- ~~(vi) Provide E~~ (vi) Provide E 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)~~ (vii) Provide appropriate and safe access to the water (slipways, moorings) and facilitate views of the water.

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 & FEATURES

Adjacent to Oulton Broad Conservation Area.
Opposite (across broad) SAC, SPA, SSSI.
Flood risk (zones 1, 2 & 3 by EA ~~2012~~ mapping).

SUSTAINABILITY APPRAISAL CONCLUSION

To follow

PLANNING SUMMARY ASSESSMENT

This is a visually prominent site on the Broad, now largely derelict. The Authority has long sought redevelopment of the site, and 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 mooring, 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 EA 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.

MONITORING INDICATORS

To follow

3.16 POTTER HEIGHAM BRIDGE

Policy POT 2: Waterside plots

Inset Maps 12 a, b, c, d, e, f, g, h, i, j

The rural and 'holiday' character of the area of waterside plots will be conserved.

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

- (a) retain or reinstate an open margin, clear of buildings, to the river frontage;
- (b) retain open areas around and between buildings, and views and glimpses between the river and the land behind the chalets;
- (c) 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;
- (d) encourage the retention or provision of lawn, and flower or shrubbery planting;
- (e) exploit any opportunities to reduce flood risk through the development;
- (f) reduce light pollution; and
- (g) 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.

MOORING PLOTS

Development will not be permitted other than appropriate quay heading moorings, and the provision of small scale storage lockers incidental to the mooring use of the plot.

UNDEVELOPED PLOTS

Development will not be permitted on undeveloped plots.

CONSTRAINTS & FEATURES

High flood risk – outside defences (zones 2 & 3 by EA ~~2012~~ 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.

SUSTAINABILITY APPRAISAL CONCLUSION

To follow

PLANNING SUMMARY ASSESSMENT

This option continues the general approach of the 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 x as the area covered by this policy generally has very good to excellent dark skies.

MONITORING INDICATORS

To follow

Policy POT 3: Green Bank Zones

Inset Maps 12 a, b, c, d, e, f, g, h, i, j

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 & FEATURES

High flood risk – outside defences (zones 2 & 3 by EA ~~2012~~ 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.

SUSTAINABILITY APPRAISAL CONCLUSION

To follow

PLANNING SUMMARY ASSESSMENT

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.

MONITORING INDICATORS

To follow

3.18 ST. OLAVES

Policy SOL 1: Riverside area moorings

Inset Map 13

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 track, parking areas, moorings, quay headings 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 & FEATURES

Article 4 Direction (1990) – removes wall/gate/enclosure PD Rights.

Area at high risk of flooding (zones 2 & 3 by EA ~~2012~~ mapping; zones 2, 3a & 3b by SFRA 2007 mapping).

SUSTAINABILITY APPRAISAL CONCLUSION

To follow

PLANNING SUMMARY ASSESSMENT

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 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 Guidance⁵.

MONITORING INDICATORS

To follow

⁵ http://www.broads-authority.gov.uk/_data/assets/pdf_file/0005/703940/Mooring-design-guide.pdf

Policy SOL 2: Land adjacent to A143 Beccles Road and the New Cut (Former Queen's Head Public House)

Inset Map 13

Refurbishment, replacement or removal and landscaping of the former public house on this land will be encouraged, in order to improve the visual amenity of the area.

Proposals for reuse or replacement of the premises will need to address the risk of flooding.

CONSTRAINTS & FEATURES

Flood risk (zones 2 & 3 by EA ~~2012~~ 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.}

SUSTAINABILITY APPRAISAL CONCLUSION

To follow

PLANNING SUMMARY ASSESSMENT

These public house 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 Halvergate Parish, but is visually part of the settlement of St. Olaves).

Although a reopening of the public house premises would be welcome, ~~this now appears unlikely to happen. The Policy, 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 x as the St Olaves area generally has very good dark skies.

MONITORING INDICATORS

To follow

3.21 THORPE ST. ANDREW

Policy TSA 1: Carey's Meadow
Inset Map 9

Land at Carey's Meadow will be conserved and enhanced for its contribution to the landscape, its wildlife and openness, and the ~~amenity~~appropriate recreation use of by visitors and local residents.

CONSTRAINTS & FEATURES

Carey'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 ~~2012~~ mapping; mainly zone 2, and some zones 1 & 3 by SFRA 2007).

SUSTAINABILITY APPRAISAL CONCLUSION

To follow

PLANNING SUMMARY ASSESSMENT

Carey'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 Carey's Meadow. In 2015, canoe access points and fishing platforms were put in place.

~~(Following consultation on the Draft Site Specific Policies proposals came forward for housing development adjacent and to the west of Carey's Meadow that would also provide for an enhancement and expansion of the Carey's Meadow nature conservation and recreation area. Road access and other issues remained unresolved at the time of approval of the Proposed Site Specific Policies, and it was not therefore appropriate to allocate the land at that time. However, such a scheme may perhaps come forward later through the planning application process.)~~

MONITORING INDICATORS

To follow

Policy TSA 4: Bungalow Lane – mooring plots and boatyards
Inset Map 9

Further development will be limited by the area's vulnerability to flooding, the ~~desirability of retaining 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 ~~(subject to the restraints on development in areas of flood risk)~~ 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;
 - (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 & 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.

SUSTAINABILITY APPRAISAL CONCLUSION

To follow

PLANNING SUMMARY ASSESSMENT

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. Whilst '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.

~~Any works proposed to take place within 9 meters of the main River Yare will require an appropriate consent from the Environment Agency~~

MONITORING INDICATORS

To follow

Policy TSA 6: River Green Open Space Inset Map 9

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 & 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.

SUSTAINABILITY APPRAISAL CONCLUSION

To follow

PLANNING SUMMARY ASSESSMENT

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.

MONITORING INDICATORS

To follow

3.22 THURNE

Policy THU 1: Tourism development at Hedera House, Thurne

Inset Map 16

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:

- (i) The majority of the site to be retained in holiday accommodation available as short-stay lets;**
- (ii) 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;**
- (iii) 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;**
- (iv) 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;**
- (v) 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;**
- (vi) Protect the amenities of nearby residents;**
- (vii) Adequate vehicular access compatible with the above criteria; and**
- (viii) 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.

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.

SUSTAINABILITY APPRAISAL CONCLUSION

To follow

PLANNING SUMMARY ASSESSMENT

Thurne is an attractive settlement in the Broads, centrally located, 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, however its redevelopment will be required

~~One of the Specific Purposes for the creation of the Broads is 'Promoting opportunities for the understanding and enjoyment of the special qualities of the Broads by the public'.~~ With Hedera House being a tourist accommodation offer in such an attractive location, but being 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, whilst taking a pragmatic approach with regards to viability, by allowing a proportionate element of enabling development.

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-specifics flood risk assessment will be required to accompany proposals.

Proposals will need to meet the requirements of policy x as the Thurne area generally has good to very good dark skies.

MONITORING INDICATORS

To follow

4 NON-SETTLEMENT BASED POLICIES

Non-Settlement Based Site Specific Policies
<p>Policy XNS 1: Trinity Broads Main Map (North-East), and Inset Maps 12e, f, g, h, i, j, and 15</p> <p>The Trinity Broads area defined on the Adopted Policies Map (but excluding existing built up areas other than where these abut, or provide access to, the broads' waters), and its special nature, character and tranquility, will be conserved for quiet recreation and as a wild bird refuge. The volume, extent and nature of boating on these broads will be strictly controlled for these purposes.</p> <p>Applicants for planning permission will need to demonstrate that proposed development is compatible with these aims. if necessary through a trial period with a temporary planning permission and a funded programme of monitoring.</p> <p><u>Particular care needs to be made to lighting schemes in recognition of the area having very good dark skies.</u></p> <p><u>Proposals in the existing built up areas of the Trinity Broads are also required to preserve the tranquillity of the area.</u></p>
<p><u>PARISHES AFFECTED</u> Filby CP, Fleggburgh CP, Hemsby CP, Martham CP, Mautby CP, Ormesby St. Michael CP, Rollesby CP, Stokesby with Herringby CP.</p> <p><u>CONSTRAINTS & FEATURES</u> Much of area in, variously, SAC, SPA, SSSIs, CWS, and or LNRs. Flood risk and open water (zones 1, 2 & 3 by EA 2012 mapping; zones 1, 2 & 3b by SFRA 2007 mapping).</p> <p><u>SUSTAINABILITY APPRAISAL CONCLUSION</u> <u>To follow</u></p> <p><u>PLANNING SUMMARY ASSESSMENT</u> This area of the Broads, although not alone in either tranquility or nature value, is especially susceptible to change.</p> <p>Essex and 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 issues-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 tranquility. The Trinity Broads Project (a partnership of Essex &</p>

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, if necessary through a trial period with a temporary planning permission and a funded programme of monitoring is appropriate or necessary.

This area of the Broads in particular has dark skies. In accordance with policy x, the darkness of the skies will therefore be maintained through addressing potential light pollution arising from proposals.

MONITORING INDICATORS

To follow

Policy XNS 2: Upper Thurne Main Map (North-East), and Inset *Map 10*

The Upper River Thurne area defined on the Adopted Policies Map (but excluding existing built up areas), and its special nature, character and tranquility, will be conserved for quiet recreation and as a wild bird refuge. In support of these purposes, 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.

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.

Proposals in the existing built up areas of the Upper River Thurne Area are also required to preserve the tranquillity of the 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 & 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 2012 mapping; zone 3b by SFRA 2007 mapping).

SUSTAINABILITY APPRAISAL CONCLUSION

To follow

PLANNING SUMMARY ASSESSMENT

This area, although not alone within the Broads in either tranquility 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 x, the darkness of the skies will therefore be maintained through addressing potential light pollution arising from proposals.

MONITORING INDICATORS

To follow

Policy XNS 3: The Coast Main Map (North-East)

The Coastal area defined on the Adopted Policies Map, and its special nature, character and ~~tranquility~~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 & 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 p.d. 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 2012 mapping; zone 3b (and part outside coverage) by SFRA 2007 mapping).

Part of the England Coast Path (likely to be completed October 2016)

Risk of coastal erosion.

SUSTAINABILITY APPRAISAL CONCLUSION

To follow.

PLANNING SUMMARY ASSESSMENT

The coastal area of the Broads has a very special character and tranquility, 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 x on light pollution, the area has very good quality dark skies which will be maintained.

According to the Shoreline Management Plan, in the short and medium term the present defences are to be maintained whilst a retired line option is fully investigated, in terms of its social, economic and environmental consequences.

MONITORING INDICATORS

To follow

Policy XNS 4: Main road network

Main Map (NE, NW, & S), and Inset Maps 5, 7, 8, 12, and 13

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:

- i) highway safety;
- ii) the route's traffic capacity;
- iii) the amenity and access of any neighbouring occupiers; and
- iv) 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 ~~local~~ 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 & FEATURES

Some of these routes are within or close to SAC, SPA, Ramsar sites, or SSSIs. Routes pass through high flood risk zones.

SUSTAINABILITY APPRAISAL CONCLUSION

To follow

PLANNING SUMMARY ASSESSMENT

The highway authorities, Norfolk and Suffolk County Councils, have recommended that the Authority continues the Local Plan approach of protecting these routes from development which undermines their wider purpose or highway safety.

This policy should be read in conjunction with Policy X relating to potential dualling of 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.

MONITORING INDICATORS

To follow

Policy XNS 8: DCLG/PINS Model Policy

No Mapping (applicable to whole Broads area)

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:

- 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
- Specific policies in that Framework, and particularly those relating to national parks and the Broads⁷, indicate that development should be restricted.

PARISHES AFFECTED

All.

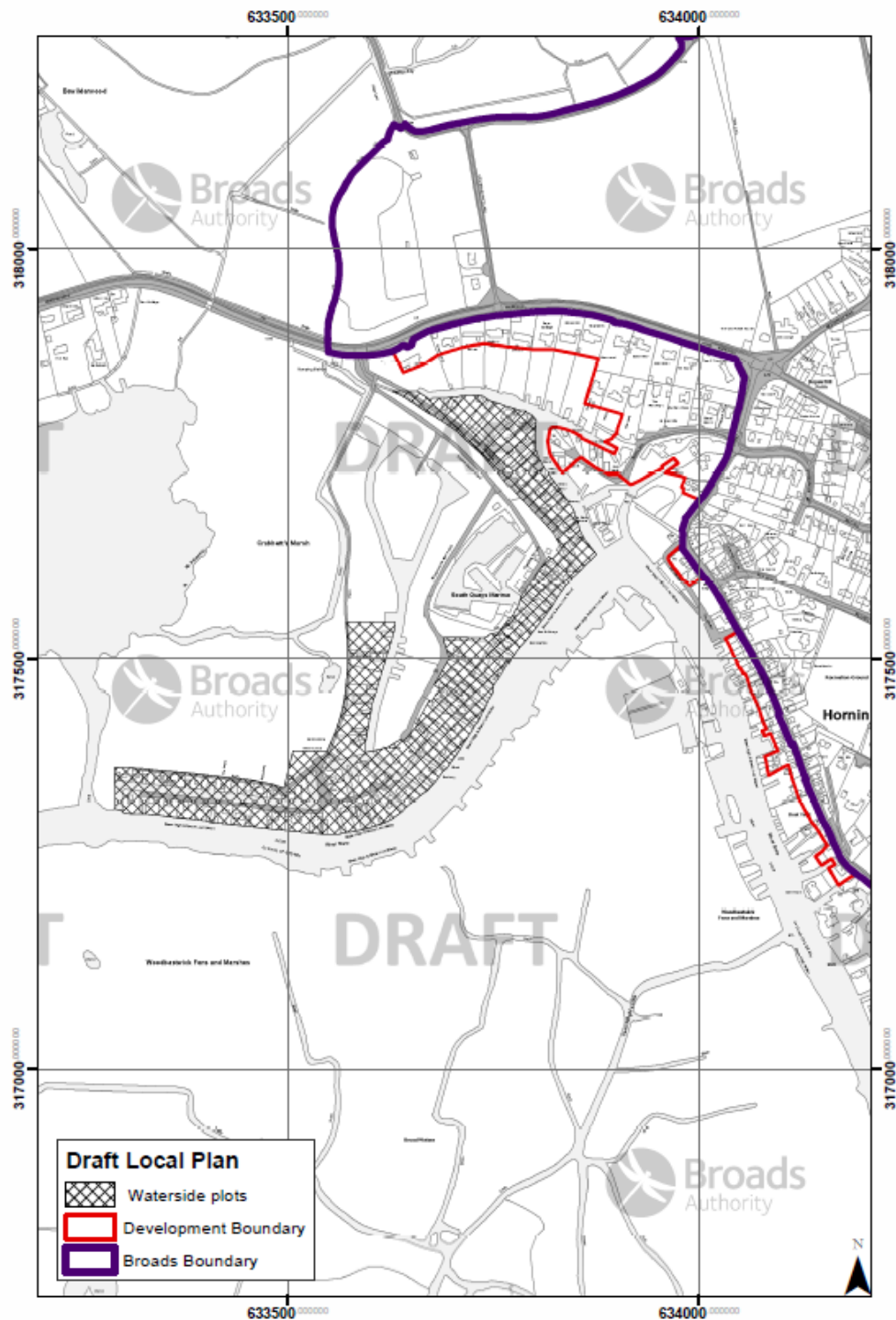
PLANNING SUMMARY ASSESSMENT

The National Planning Policy Framework states that Local Plans should be based upon, and reflects, 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.

HORNING DRAFT



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Please note that this is not the proposed development boundary changes to Horning. This map simply shows the proposed amendments to the waterside plots policy with the development boundary removed. Proposed changes to development boundaries will follow at a later planning committee.