

**Broads Local Plan – Publication Version**  
Report by Planning Policy Officer

**Summary:** This report introduces the Broads Local Plan Publication Version. This is the third consultation stage of the Local Plan production. It includes final policies for the stakeholders and public to consider. Consultation will run from 4 October to 15 November 2017. The consultation period covers 6 weeks. Members' views are requested.

## **1 Introduction**

- 1.1 Local Planning Authorities are required to prepare a Local Plan which will define planning policies within its local planning authority area. These are given significant weight when deciding planning applications as all decisions are required to be made in accordance with the policies unless there are strong material reasons not to. Local plans must be positively prepared, justified, effective and consistent with national policy.
- 1.2 The National Planning Policy Framework (NPPF) (The Framework) states that every local planning authority in England should have a clear, up to date Local Plan, which conforms to the Framework, meets local development needs, and reflects local people's views of how they wish their community to develop. The process should fully involve everyone who has an interest in the document or area and they should have had the chance to comment.
- 1.3 The Broads Authority currently has three adopted Planning Policy documents: The Core Strategy, Development Management Document and the Sites Specifics Local Plan. Some of the policies have existed since 2007 and are not fully in line with Government policy now. As such, we are reviewing all our current policies and looking into new issues as we produce a new and up to date Local Plan.
- 1.4 For the avoidance of doubt, until the new Local Plan is adopted, the existing adopted and saved policies are in place and will be used in determining planning applications.

## **2 The Issues and Options and Preferred Options Stage**

- 2.1 Members may recall we undertook the consultation on the Issues and Options version of the Local Plan between 15 February and 8 April 2016 and the Preferred Options version was consulted on for 9 weeks from 5 December 2016 to 3 February 2017. We received many comments and these can be found on the Broads Authority website.

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

These comments have helped inform the Publication Version of the Local Plan.

### 3 About the Publication version

3.1 This is the third stage of producing a Local Plan. The document includes final policy wording, reasons for having such a policy as well as a vision and objectives.

3.2 The following table shows the Local Plan production process.

**Table 1:** Broads Local Plan Process

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

3.3 The Publication version of the Local Plan is around 250 pages long. This is because it includes strategic policies, development management policies and site specific policies which are currently in three different documents. The Local Plan combines three documents into one. A summary of the document will also be prepared and this will be around 30 pages long.

3.4 Please note that this version of the Local Plan is also the same version sent to Planning Committee for consideration at their meeting on 15 September. The

Full Authority at the end of September needs to agree the final Local Plan and there could be some changes between now and the Full Authority meeting.

- 3.5 This report identifies some particular policy areas that could be of interest to Navigation Committee. Section numbers refer to the page of the Publication Local Plan document. This report also identifies some evidence that could be of interest to Navigation Committee.
- Evidence : DRAFT Gypsy, Traveller, Travelling Show People, Caravan and Houseboat Needs Assessment.  
Currently in draft at the time of writing, and not included in the paper for Navigation Committee but indicates the draft need for residential moorings as 63 by 2036.
  - Evidence: Residential Moorings Topic Paper (Appendix B).  
Following two calls for sites for residential moorings (as explained within the document), 6 sites were nominated for inclusion within the Local Plan. These sites were assessed and the Topic Paper recommends three sites for inclusion in the Local Plan at Hipperson's Boatyard, Loddon Marina and Greenway Marine. The allocation in the Sites Specifics Local Plan at Brundall Gardens is also included in the new Local Plan. These allocations and the one permission to date amount to 26 residential moorings. The Topic Paper also explains the situation with regards to the need as discussed previously.
  - Local Plan (Appendix A)  
Challenges and Opportunities – Section 7. P21  
This section sets out a SWOT analysis (Strength, Weaknesses, Opportunities and Threats) of the Broads.

Vision and Objectives – Section 8.p25

The vision used in the Local Plan is the same as the Broads Plan vision. There are objectives for the Local Plan in this section as well.

Policy PUBDM2: Boat wash down facilities, Section 10.

Wash down areas required as part of relevant development to tackle bio-security and anti-fouling paint entering the water.

Policy PUBDM8: Climate Smart Checklist, Section 13

The low-lying and coastal nature of the Broads and the dominance of water in the landscape make it particularly vulnerable to the effects of climate change and sea level rise. The policy requires a checklist to be produced to show how climate change has been considered and addressed.

Policy PUBDM9: Peat, Section 14

Policy seeks to reduce amount of peat lost/affected as part of proposals.

Policy PUBDM10: Heritage Assets, Section 15

Historic environment generally protected and also refers to peat and the Historic England status of the Broads as having exceptional waterlogged heritage.

Policy PUBDM21: Light pollution and dark skies, Section 20

Reflects the dark sky study completed in winter 2015/16. Sets three zones – darkest, intrinsic dark skies and then the rest of the Broads. Seeks to protect the dark skies of the Broads.

Section 24 – Navigation.-101

- Policy PUBSP13: Navigable Water Space
- Policy PUBDM30: Access to the Water
- Policy PUBDM31: Riverbank stabilisation
- Policy PUBSP14 Mooring Provision
- Policy PUBDM32: Moorings, mooring basins and marinas.

Policy PUBDM36: New Residential Moorings, Section 25

The policy is generally similar to the current adopted policy.

Policy PUBDM45: Safety by the Water, Section 29

A new policy raising the importance of safety features for waterside development.

Policy PUBDM46: Planning Obligations and Developer Contributions, Section 30

Refers to instances when planning obligations will be required and what kind of infrastructure they would be spent on.

Policy PUBDM49: Leisure plots and mooring plots, Section 31 P147

New leisure plots will not be permitted. The use of mooring plots will be restricted to the mooring of boats and uses incidental to that activity. Mooring plots will be kept generally free of buildings and above ground structures

Section 32 – Site Specific Policies.

There are numerous policies in this section. The majority will be relates to waterside sites or areas important for navigation. It is recommended that Navigation Committee members use the contents page of the Local Plan to navigate to settlements that are of particular interest.

With regards to the non-settlement based and cover a range of locations or a large area. Policies relevant to navigation are summarised below:

- Policy PUBSSTRI: Trinity Broads, seeks to protect the tranquillity of the area.
- Policy PUBSSTHU: Upper Thurne, seeks to protect the tranquillity of the area.
- Policy PUBSSPUBS: Waterside Pubs Network, seeks to retain waterside pubs in public house use.
- Policy PUBSSSTAITHES seeks to protect staithes from being built upon and adversely possessed.

## **4 Sustainability Appraisal**

- 4.1 The term “sustainability appraisal” is used to describe a form of assessment that considers the social, environmental and economic effects of implementing a particular plan or planning policy document.
- 4.2 Accompanying the Publication Local Plan document is a sustainability appraisal which is also out for consultation. This assesses the policies against agree objectives. This is not completed at the time of writing.

## **5 Habitats Regulation Assessment**

- 5.1 At the time of writing, the Habitats Regulation Assessment was being produced. A Habitat Regulation Assessment is required for all proposals that are likely to have an effect on a SPA, SAC or Ramsar site. Proposals will only be permitted if they do not adversely affect the integrity of the site.
- 5.2 The HRA will be completed in time for Planning Committee and Full Authority to consider.

## **6 Viability Appraisal**

- 6.1 Local Plans are required to be tested to see if the requirements affect the financial viability of proposals. At the time of writing, this assessment was underway. The study will be completed in time for Planning Committee and Full Authority to consider.

## **7 Consultation**

- 7.1 The Authority is required to do the following activities to advertise the consultation of the Local Plan.
  - a) Write/Email to specific statutory consultees (like Natural England and the Environment Agency).
  - b) Write/Email to other consultees the Authority considers should be consulted (such as local groups and others who have expressed an interest in the Local Plan – e.g NSBA, BHBF).
  - c) A formal notice in the newspaper.
  - d) Place hard copies in accessible venues around the Broads Executive Area and beyond (such as libraries and District Council Offices).
  - e) Place the document on the Authority’s website.
- 7.2 It is also proposed to do the following
  - a) A summary leaflet with accessible language for the public to read as an alternative to the entire document.
  - b) Liaison with Parish Council regarding including the consultation in their Parish newsletters.
  - c) Drop in sessions to be held at venues around the Broads.

## **8 Links with the Broads Plan**

- 8.1 The Broads Plan is the management plan for the Broads. It is another statutory plan and one that has been completed. With similar names, there is potential for confusion between the Broads Plan and the Broads Local Plan. Both plans have a section referring to the other plan to try to help make the differences clear to the reader.

## **9 Next Steps**

- 9.1 The Publication version of the Local Plan will be taken to Planning Committee for their consideration on 15 September 2017. Following Planning Committee, the Publication Local Plan will be taken to the Authority on 29 September for its consideration. If Authority gives its approval, the Publication Local Plan will then be published for public consultation for 4 weeks beginning on the 4 October.
- 9.2 When the consultation ends, the comments will be considered and reported back to Members in due course and a decision will then be made whether to submit the Local Plan to the Planning Inspectorate. If submitted to the Planning Inspector, an examination of the Local Plan in public will then be held. This is likely to take place in the spring of 2018.

## **10 Conclusion**

- 10.1 The Publication version of the Local Plan is the third stage of producing a new Local Plan for the Broads. It identifies final policy wording. This report seeks to explain the process as well as highlight particular policies that might be of particular interest to Navigation Committee members.
- 10.2 The views of Navigation Committee Members are sought.

Background papers: None  
Author: Natalie Beal  
Date of report: 15 August 2017

Appendices: [Appendix A: The Broads Local Plan – Publication Version](#)  
Appendix B: Residential Moorings Topic Paper



**Broads Authority Local Plan  
Assessment of residential moorings nominations  
August 2017**

**1. Introduction**

As part of the Issues and Options consultation, held in early 2016, stakeholders and the public were asked to nominate areas suitable for residential moorings. A further call for sites was held in June/July 2017. On this occasion, marinas and boatyards that meet the locational requirements of the policy (i.e. within or adjacent to development boundaries) were contacted.

Only two nominations were received at the Issues and options stage. These were from the same person/organisation and in the same general area. One representation to the Preferred Options Local Plan consultation suggested a site for allocation. Four nominations were received as a result of the July 2017 call for sites. This report assesses the nominations.

Please note that the Residential Boat Owners Association offered their assistance in assessing any nominations. Their thoughts on the nomination are included in this report.

A site visit was undertaken on 10 August 2016 to Hipperson's boatyard and 27 July 2017 to Loddon Marina, Greenway Marina and the Beauchamp Arms. Berney Arms was not visited as Officers are familiar with the site, although the nomination was discussed with the person who nominated the site.

This document also assesses allocating residential moorings at the Waveney River Centre. The Authority is familiar with the site and the site has an extant permission for 10 temporary residential moorings (5 years due to expire in January 2021). The owner of the Centre was contacted to ask for extra information to help assess the nomination.

**2. Houseboat Need Assessment, RRR Consultancy, 2017<sup>1</sup>**

As required by the Housing and Planning Act 2016, the need for houseboats has been assessed. As houseboats need is more related to residential mooring need, the study concluded that 63 residential moorings are needed over the plan period. This figure needs to be interpreted with some caution as it is based on limited interviews with boat dwellers and is based on anecdotal estimates rather than a count or survey of the numbers of people who live on boats. Please note that no such count is taken regularly. Furthermore, the study does state that those living on boats do so by choice rather than from an ethnic background and its findings indicate that most are single people or childless couples.

That being said, the Authority acknowledges that the high environmental quality of the Broads and wide range of opportunities it offers for boating make the area a popular location. As a consequence

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<sup>1</sup> This report also assessed the need for Gypsy and Travellers, Travelling Show People and caravans.

there is a significant associated demand for residential moorings. The provision of residential moorings must, however, be carefully managed to ensure that the special qualities of the Broad and their enjoyment are protected.

### 3. Housing and Land Availability Assessment 2017

As well as this assessment against policy criteria, the sites were also assessed as part of the Housing and Economic Land Availability Assessment. This assessment assesses the suitability of sites against criteria that are not Local Plan policy related. The HELAA can be found here <http://www.broads-authority.gov.uk/planning/planning-policies/development/future-local-plan/evidence-base2>. The HELAA is effectively the first stage of the process with this assessment following on from it. This assessment in this document assesses the proposals against adopted policy criteria.

### 4. The nominations

Both original nominations are located at H E Hipperson boat yard, Beccles. One nomination is for one residential mooring and the other for 4 residential moorings. The July nominations were at Greenway Marina, Loddon (5 residential moorings), Loddon Marina (40 stern on residential moorings), Beauchamp Arms (20 stern on residential moorings) and Berney Arms (10 stern on residential moorings). The Waveney River Centre representation was in reference to a small number of residential dwellings (for the purposes of this assessment, we have presumed 10 as this is the number with temporary planning permission). See plans at Appendix C.

### 5. Residential moorings planning history

#### a) H E Hipperson boat yard.

Application for a residential mooring.

Received: 09.09.2014

Ref: BA/2014/0307/FUL<sup>2</sup>

Status: Approved with Conditions

Decision Date: 18.11.2014

#### b) Greenway Marina, Loddon.

No Planning history related to residential moorings.

#### c) Loddon Marina.

No Planning history related to residential moorings.

#### d) Beauchamp Arms.

No Planning history related to residential moorings.

#### e) Berney Arms.

No Planning history related to residential moorings.

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<sup>2</sup> This is the original PP. It has been amended twice. Other two references: BA/2016/0064/COND and BA/2016/0356/COND. All expire on same date.



f) Waveney River Centre

Application for 10 residential moorings

Received: 17 July 2015

Ref: BA/2015/0251/FUL

Status: 10 temporary moorings approved with conditions

Decision Date: 22 January 2016. There have been two applications to make the permission permanent, both refused. One currently subject of an appeal.

6. Assessment of nominations

a) Hipperson's Boatyard

Green: Area 1: Relates to the nomination for 3 residential moorings

Blue: Area 2: Relates to the nomination for 1 residential mooring

Black: Relates to both nominations.

Criteria	Information provided	Broads Authority Assessment
<b>1: How many residential moorings or what length of residential moorings is proposed?</b>	<p>3 additional residential moorings. There is one residential mooring already.</p> <p>1 residential mooring.</p> <p>No specific lengths in mind, the vessel dimension byelaws already define the size of vessels that can use the various rivers, so we would reference those.</p>	Noted
<b>2: What services and facilities are nearby for people living on boats to use (for example pharmacy, GP, school or shop)? Where are these facilities and how far are they?</b>	H.E. Hipperson is located on the edge of Beccles, with the town being within easy walking or cycling distance. All the usual facilities of a small town are nearby, including schools, shops, churches, doctor and dentist surgeries.	Beccles was assessed as part of the Settlement Study and discussed in the Development Boundary Topic Paper. The town has a very good range of facilities and scores highly in the Settlement Study. Tesco's for example is half a mile walk from the proposed site, with footways along the route.
<b>3: Are there moorings already? If so, what is the current use of the moorings (e.g. public, private, marina etc.)?</b>	There are existing moorings already in use by the boatyard, we are proposing a change of status to an additional four, rather than the creation of new moorings.	The existing moorings are private and not visitor mooring.
<b>4: Would residential moorings here reduce the width of the navigation channel and impact on the ability of boats to pass?</b>	<p>No, the majority of moorings are off the river in a private basin. The riverfront moorings are on a relatively wide stretch of the river. The vessel dimension byelaws would preclude a vessel large enough to cause navigation issues.</p> <p>No, the proposed location is a private mooring basin off the main river.</p>	There are moorings there already and a site visit has been undertaken by the Senior Waterways and Recreation Officer who concluded that there would not be any impact on navigation.

Criteria	Information provided	Broads Authority Assessment
5: Is riverbank erosion an issue here? How would this be addressed?	No, the river frontage is piled and quay headed, as is the majority of the mooring basin.	Confirmed from site visit.
6: What are the adjacent buildings or land used for	Boat repairs and storage (including a wet shed).  The surrounding land is farmland used for cattle grazing.	See photos
7: What is the character or appearance of the surrounding area?	Rural in appearance generally, a well-kept working boatyard adjacent to the moorings.	Confirmed from site visit.
8: Is there safe access between vessels and the land without interfering with or endangering those using walkways?	Yes, there is safe access to the boats from the land, for all moorings.	Confirmed from site visit.
9: What car parking is there for people living on boats (e.g. car park or park on road)?	Off street car parking is available on the site for a large number of cars.	Confirmed from site visit.
10: How can service and emergency vehicles access the area safely?	Via the main driveway	Confirmed from site visit.
11: How would waste and sewerage be disposed of?	There are waste and recycling bins provided at the yard. Sewage is disposed of via a pumpout point at the yard. Vessels (both residential and otherwise) can have their waste tanks emptied here.	Confirmed from site visit.
12: Is the area on mains sewerage?	Sewage from the site is pumped across the bridge to the Beccles sewerage system.	Confirmed from site visit. See also comments from Anglian Water Services.
13: Would a residential mooring in this location prejudice the current or future use of adjoining land or buildings?	No.	Confirmed from site visit.
14: Do you own the site? If not who does and have you told then about your proposal?	Yes, we own the business that owns the site.	Noted.
15: What is the current use of the site?	Boatyard.  Amenity land and mooring	Confirmed from site visit.

In addition to the nomination form, additional information was provided as follows:

Question	Information provided	Broads Authority Assessment
Why have you marked such a large area for residential	Boats by their nature are movable and relatively self-contained. Therefore it	Noted that the detail will be for the planning application

<b>moorings on the plan when it is only four moorings that you wish to have?</b>	may move to different spots in the yard depending on the size of the boat or other considerations. Depending on the size of boat, we may want it in a different location. There will be nothing about the moorings that makes them residential in terms of services etc. (compared to regular moorings). Whilst a larger area may be allocated as residential moorings, it will be for the planning application route to determine the exact location of the four residential moorings.	process.
<b>Has the current residential mooring got planning permission?</b>	Yes (BA 2014.0307.FUL)	Confirmed.
<b>What facilities are there on site for those who live on boats to use? Electricity? Fresh water? Toilets? Showers? Anything else?</b>	Toilets, water, electricity, parking, rubbish and sewage disposal.	Noted.

Beccles does not currently have a development boundary in the Broads Authority Executive Area and it is not proposed to introduce a development boundary as part of the Local Plan. Beccles does score well in the Settlement Study<sup>3</sup> with a very good range of facilities. Indeed the nominated site is within a half a mile walk to the town centre. The Development Boundary Topic Paper<sup>4</sup> notes that Beccles does will not have a development boundary because *'other development is likely to not be appropriate in the Broads Executive Area for reasons such as flood risk. Beccles is classed as a Market Town in the Waveney Core Strategy and is set to see some residential development within its built up area. Beccles does have physical limits as set out in the Waveney District Council Site Allocations document and has been allocated two sites totalling around 60 dwellings. The settlement as a whole is therefore accommodating some growth in a more appropriate location that the Broads part of the settlement'*.

There are sites allocated in the current Sites Specifics Local Plan that are intended to be rolled forward to the new Local Plan which are treated as being next to development boundaries because they have good access to services and facilities. In particular sites at Stalham and Brundall.

b) Greenway Marina, Chedgrave.

Criteria	Information provided	Broads Authority Assessment
<b>1: How many residential moorings or what length of residential moorings is proposed?</b>	5	Noted. The proposal is to allocate the entire length of moorings for residential mooring use, with a maximum

<sup>3</sup> [http://www.broads-authority.gov.uk/\\_data/assets/pdf\\_file/0006/764475/Broads-Authority-Settlement-Study-no-hierarchy-in.pdf](http://www.broads-authority.gov.uk/_data/assets/pdf_file/0006/764475/Broads-Authority-Settlement-Study-no-hierarchy-in.pdf)

<sup>4</sup> <http://www.broads-authority.gov.uk/planning/planning-policies/development/future-local-plan>

Criteria	Information provided	Broads Authority Assessment
		of five at any time along the length of the moorings.
<b>2: What services and facilities are nearby for people living on boats to use (for example pharmacy, GP, school or shop)? Where are these facilities and how far are they?</b>	All in village. Short walk.	Agreed.
<b>3: Are there moorings already? If so, what is the current use of the moorings (e.g. public, private, marina etc.)?</b>	Yes, private rented.	Noted that these could be replaced by residential moorings as and when they become available.
<b>4: Would residential moorings here reduce the width of the navigation channel and impact on the ability of boats to pass?</b>	No	Presuming the vessels are the same length as there now, no. They are moored stern on currently.
<b>5: Is riverbank erosion an issue here? How would this be addressed?</b>	No	Noted. Of relevance however is that it seems the quay heading may need some maintenance.
<b>6: What are the adjacent buildings or land used for</b>	Boatyard	Noted and agreed. Although nearby there is residential buildings and undeveloped countryside.
<b>7: What is the character or appearance of the surrounding area?</b>	Boatyard	
<b>8: Is there safe access between vessels and the land without interfering with or endangering those using walkways?</b>	Yes	Of relevance however is that it seems the quay heading may need some maintenance.
<b>9: What car parking is there for people living on boats (e.g. car park or park on road)?</b>	Car park (hardstanding adjacent to moorings)	Confirmed from site visit.
<b>10: How can service and emergency vehicles access the area safely?</b>	Unrestricted access	Confirmed from site visit.
<b>11: How would waste and sewerage be disposed of?</b>	Bins supplied by boatyard. Pump out on site.	Noted.
<b>12: Is the area on mains sewerage?</b>	Septic tank	Noted.
<b>13: Would a residential mooring in this location prejudice the current or future use of adjoining land or buildings?</b>	No	Noted although near to working boatyards. That being said, those deciding to live in a working boatyard may expect there to be noise associated with operations for example.
<b>14: Do you own the site? If not</b>	Yes	Noted.

Criteria	Information provided	Broads Authority Assessment
who does and have you told then about your proposal?		
15: What is the current use of the site?	Boatyard and moorings	Confirmed from site visit.

In addition to the nomination form, additional information was provided as follows:

Question	Information provided	Broads Authority Assessment
What facilities are there on site for those who live on boats to use? Electricity? Fresh water? Toilets? Showers? Anything else?	The current toilet needs improvements and there are no showers. Plans to upgrade the toilet to include a shower. Water and electricity supply along the moorings so convenient.	Noted.

Chedgrave does not currently have a development boundary in the Broads Authority Executive Area and it is not proposed to introduce a development boundary as part of the Local Plan. Chedgrave does score well in the Settlement Study<sup>5</sup> with a very good range of facilities. Indeed the nominated site is within a half a mile walk to the town centre. The Development Boundary Topic Paper<sup>6</sup> notes that Chedgrave does will not have a development boundary because '*In the Site Allocations and Development Policies Local Plan, South Norfolk allocate a site in Loddon for around 200 dwellings and both Chedgrave and Loddon have development boundaries so the settlement as a whole is accommodating some growth in a more appropriate location that the Broads part of the settlement.*'

There are sites allocated in the current Sites Specifics Local Plan that are intended to be rolled forward to the new Local Plan which are treated as being next to development boundaries because they have good access to services and facilities. In particular sites at Stalham and Brundall.

c) Loddon Marina, Loddon

Criteria	Information provided	Broads Authority Assessment
1: How many residential moorings or what length of residential moorings is proposed?	40 stern on moorings within our basin and land	Noted although it seems this is all the moorings in the basin. Aware that this is the maximum and owner would accept less.
2: What services and facilities are nearby for people living on boats to use (for example pharmacy, GP, school or shop)? Where are these facilities and how far are they?	Full Village with everything required within walking distance	Agreed.

<sup>5</sup> [http://www.broads-authority.gov.uk/\\_data/assets/pdf\\_file/0006/764475/Broads-Authority-Settlement-Study-no-hierarchy-in.pdf](http://www.broads-authority.gov.uk/_data/assets/pdf_file/0006/764475/Broads-Authority-Settlement-Study-no-hierarchy-in.pdf)

<sup>6</sup> <http://www.broads-authority.gov.uk/planning/planning-policies/development/future-local-plan>

Criteria	Information provided	Broads Authority Assessment
<b>3: Are there moorings already? If so, what is the current use of the moorings (e.g. public, private, marina etc.)?</b>	Yes Private Marina	Noted. It is not clear however what would happen to the current vessels that are displaced.
<b>4: Would residential moorings here reduce the width of the navigation channel and impact on the ability of boats to pass?</b>	No not in main river	Noted and agreed if the format is maintained as it is and the vessels are the same size as the ones there now.
<b>5: Is riverbank erosion an issue here? How would this be addressed?</b>	No	Noted although we were warned to be careful walking on the quay heading implying this needs improving.
<b>6: What are the adjacent buildings or land used for</b>	Boat Yard offices storage caravan field	Noted and agreed. Although nearby there is residential buildings and undeveloped countryside.
<b>7: What is the character or appearance of the surrounding area?</b>	Boat Yard next to village and farmland with footpath to Pyes Mill	
<b>8: Is there safe access between vessels and the land without interfering with or endangering those using walkways?</b>	Yes	Noted although we were warned to be careful walking on the quay heading implying this needs improving.
<b>9: What car parking is there for people living on boats (e.g. car park or park on road)?</b>	Full car Park for up to 100 vehicles	Noted and agreed that there are places to park although these were not counted.
<b>10: How can service and emergency vehicles access the area safely?</b>	By Road next to moorings	Confirmed from site visit.
<b>11: How would waste and sewerage be disposed of?</b>	Waste is by South Norfolk and sewerage on mains	Noted.
<b>12: Is the area on mains sewerage?</b>	Yes	Noted.
<b>13: Would a residential mooring in this location prejudice the current or future use of adjoining land or buildings?</b>	No	Noted although near to working boatyards. That being said, those deciding to live in a working boatyard may expect there to be noise associated with operations for example.
<b>14: Do you own the site? If not who does and have you told then about your proposal?</b>	Yes	Noted.
<b>15: What is the current use of the site?</b>	Boat Yard Offices repair shops for boats caravans cars etc , storage, caravan field	Confirmed from site visit.

In addition to the nomination form, additional information was provided as follows:

Question	Information provided	Broads Authority Assessment
<b>What facilities are there on site for those who live on boats to use? Electricity? Fresh water? Toilets? Showers? Anything else?</b>	Showers and toilets provided and facilities for electricity and freshwater.	Noted and agreed.

Loddon does not currently have a development boundary in the Broads Authority Executive Area and it is not proposed to introduce a development boundary as part of the Local Plan. Loddon does score well in the Settlement Study<sup>7</sup> with a very good range of facilities. Indeed the nominated site is within a half a mile walk to the town centre. The Development Boundary Topic Paper<sup>8</sup> notes that Loddon does will not have a development boundary because *'In the Site Allocations and Development Policies Local Plan, South Norfolk allocate a site in Loddon for around 200 dwellings and both Chedgrave and Loddon have development boundaries so the settlement as a whole is accommodating some growth in a more appropriate location that the Broads part of the settlement.'*

There are sites allocated in the current Sites Specifics Local Plan that are intended to be rolled forward to the new Local Plan which are treated as being next to development boundaries because they have good access to services and facilities. In particular sites at Stalham and Brundall.

d) Beauchamp Arms.

Criteria	Information provided	Broads Authority Assessment
<b>1: How many residential moorings or what length of residential moorings is proposed?</b>	10 stern on moorings	Noted, although some may be side on moorings.
<b>2: What services and facilities are nearby for people living on boats to use (for example pharmacy, GP, school or shop)? Where are these facilities and how far are they?</b>	Full Village with everything required within 3 miles and on bus route	Facilities and services are over 1.2KM away so site not deemed suitable according to the HELAA.
<b>3: Are there moorings already? If so, what is the current use of the moorings (e.g. public, private, marina etc.)?</b>	Yes Private Moorings	Noted. Also moorings to use the pub.
<b>4: Would residential moorings here reduce the width of the navigation channel and impact on the ability of boats to pass?</b>	No very wide River will not restrict navigation	Tidal flow would make stern on mooring very difficult without supporting infrastructure, (pontoons) and this would impact into the navigation at Beauchamp Arms.

<sup>7</sup> [http://www.broads-authority.gov.uk/\\_data/assets/pdf\\_file/0006/764475/Broads-Authority-Settlement-Study-no-hierarchy-in.pdf](http://www.broads-authority.gov.uk/_data/assets/pdf_file/0006/764475/Broads-Authority-Settlement-Study-no-hierarchy-in.pdf)

<sup>8</sup> <http://www.broads-authority.gov.uk/planning/planning-policies/development/future-local-plan>

Criteria	Information provided	Broads Authority Assessment
5: Is riverbank erosion an issue here? How would this be addressed?	No	Noted.
6: What are the adjacent buildings or land used for	Public House Restaurant Music Venue Boat Yard Sailing Club	Noted. The music venue could result in amenity concerns.
7: What is the character or appearance of the surrounding area?	Countryside with fishing	There are many land designations over the river.
8: Is there safe access between vessels and the land without interfering with or endangering those using walkways?	Yes	Agreed.
9: What car parking is there for people living on boats (e.g. car park or park on road)?	Full car Park for up to 100 vehicles	Noted and agreed that there are places to park although these were not counted.
10: How can service and emergency vehicles access the area safely?	By Road next to moorings	Confirmed from site visit.
11: How would waste and sewerage be disposed of?	Waste is by South Norfolk and sewerage on septic tank	Noted
12: Is the area on mains sewerage?	No	Noted
13: Would a residential mooring in this location prejudice the current or future use of adjoining land or buildings?	No	Noted. The music venue could result in amenity concerns. There could be some concerns relating to the designated land. See comments later on from ecologists.
14: Do you own the site? If not who does and have you told them about your proposal?	Yes	Noted.
15: What is the current use of the site?	Boat Yard Offices repair shops for boats caravans cars etc , storage, caravan field. Public House and Restaurant	Confirmed from site visit.

In addition to the nomination form, additional information was provided as follows:

Question	Information provided	Broads Authority Assessment
What facilities are there on site for those who live on boats to use? Electricity? Fresh water? Toilets? Showers? Anything else?	Showers and toilets available as well as access to water and electricity.	Noted although did not see the showers.



e) Berney Arms.

Criteria	Information provided	Broads Authority Assessment
<b>1: How many residential moorings or what length of residential moorings is proposed?</b>	20 stern on moorings	Noted. The proposal will need a small basin to be dredged. This is off the navigation channel.
<b>2: What services and facilities are nearby for people living on boats to use (for example pharmacy, GP, school or shop)? Where are these facilities and how far are they?</b>	This is a very remote spot by road but all facilities could easily be reached by small boat as has happened the last 100 years.	Noted although no facilities within walking distance. Aware that journey by water to Great Yarmouth and Reedham is 45 mins. Burgh Castle is around 15 minutes but not many facilities available there.
<b>3: Are there moorings already? If so, what is the current use of the moorings (e.g. public, private, marina etc.)?</b>	Yes Private Moorings	Noted although the basin is silted up at the moment, so not fully in use.
<b>4: Would residential moorings here reduce the width of the navigation channel and impact on the ability of boats to pass?</b>	No private area off main river that would need additional dredging	Noted – see above re basin.
<b>5: Is riverbank erosion an issue here? How would this be addressed?</b>	No	Noted.
<b>6: What are the adjacent buildings or land used for</b>	Public House Restaurant (closed) café	Noted. Within open countryside which is SPA, SAC and Ramsar site.
<b>7: What is the character or appearance of the surrounding area?</b>	Countryside with bird sanctuary and footpaths	
<b>8: Is there safe access between vessels and the land without interfering with or endangering those using walkways?</b>	Yes	Noted.
<b>9: What car parking is there for people living on boats (e.g. car park or park on road)?</b>	Full car Park for up to 100 vehicles	Aware there is space to park although did not count spaces.
<b>10: How can service and emergency vehicles access the area safely?</b>	By Road boat or Air Ambulance	Noted.
<b>11: How would waste and sewerage be disposed of?</b>	Waste is by waste company and sewerage on septic tank	Noted.
<b>12: Is the area on mains sewerage?</b>	No	Noted.
<b>13: Would a residential mooring in this location prejudice the current or future</b>	No	There could be some concerns relating to the designated land. See comments later on

Criteria	Information provided	Broads Authority Assessment
use of adjoining land or buildings?		from ecologists.
14: Do you own the site? If not who does and have you told then about your proposal?	Yes	Noted.
15: What is the current use of the site?	Public House and Restaurant Closed Café just opened and struggling so needs major injection of people	Noted as well as with protected land.

In addition to the nomination form, additional information was provided as follows:

Question	Information provided	Broads Authority Assessment
What facilities are there on site for those who live on boats to use? Electricity? Fresh water? Toilets? Showers? Anything else?	These would be provided as part of other proposals being considered in the area such as Glamping.	Noted.

f) Waveney River Centre

Criteria	Information provided	Broads Authority Assessment
1: How many residential moorings or what length of residential moorings is proposed?	10 permanent residential moorings.	Noted. Aware site has permission for 10 temporary residential moorings.
2: What services and facilities are nearby for people living on boats to use (for example pharmacy, GP, school or shop)? Where are these facilities and how far are they?	A shop, swimming pool and pub. The shop sells convenience foods, some fresh food (seasonally), milk, bread, newspapers, snacks, confectionery, clothes and gifts. It's open 9-5:30 most of time, extended hours in summer holidays and slightly reduced in winter (but still 7 days).	Noted. The site is isolated and away from other facilities and services that people use such as GPs and pharmacy.
3: Are there moorings already? If so, what is the current use of the moorings (e.g. public, private, marina etc.)?	Yes - leisure moorings for mixed private and visitor use. Temporary planning consent for up to 10 residential moorings, expiring in Jan 2021. This has not yet been implemented.	Noted. Aware that there is an appeal lodged against the temporary permission.
4: Would residential moorings here reduce the width of the navigation channel and impact on the ability of boats to pass?	No	Noted. They are within a basin off the river.
5: Is riverbank erosion an issue here? How would this be addressed?	No	Noted.
6: What are the adjacent buildings or land used for	Holiday park and boatyard. The venue includes holiday lodges, glamping & camping facilities, touring caravan	Noted.

Criteria	Information provided	Broads Authority Assessment
	pitches, a pub/restaurant, shop, swimming pool, play areas, private & visitor moorings and boat hire.	
<b>7: What is the character or appearance of the surrounding area?</b>	The moorings are part of an established holiday destination and marina which accommodates up to 500 visitors at any time. The site extends to over 14 acres encompassing the facilities listed at question 6, beyond which the land is rural marshland and arable fields with scattered housing.	Noted.
<b>8: Is there safe access between vessels and the land without interfering with or endangering those using walkways?</b>	Yes	Noted.
<b>9: What car parking is there for people living on boats (e.g. car park or park on road)?</b>	Substantial car parking facilities for boat owners and visitors.	Noted.
<b>10: How can service and emergency vehicles access the area safely?</b>	Existing road infrastructure on the marina.	Noted.
<b>11: How would waste and sewerage be disposed of?</b>	Existing waste & recycling collections, existing pump out facility.	Noted.
<b>12: Is the area on mains sewerage?</b>	Private sewage treatment plant servicing entire park.	Noted.
<b>13: Would a residential mooring in this location prejudice the current or future use of adjoining land or buildings?</b>	No	Noted.
<b>14: Do you own the site? If not who does and have you told then about your proposal?</b>	Yes	Noted.
<b>15: What is the current use of the site?</b>	Leisure moorings, forming part of award winning holiday destination and boatyard, employing over 65 staff.	Noted.

In addition to the nomination form, additional information was provided as follows:

Question	Information provided	Broads Authority Assessment
<b>What facilities are there on site for those who live on boats to use? Electricity? Fresh water? Toilets? Showers? Anything else?</b>	Berth holders have access to fresh water, shower & WC facilities, electricity hookup, fast wifi, pump out, general waste and recycling collections.	Noted.

In relation to the Waveney River Centre, the analysis used to inform the temporary planning permission can be found here. To summarise, the proposals at Waveney River Centre seem to

comply with most of the criteria as included above, but not the locational criteria as it is not within or adjacent to a development boundary. [http://www.broads-authority.gov.uk/data/assets/pdf\\_file/0010/659053/BA20150251FUL-Waveney-Inn-and-River-Centre-Staithe-Road-Burgh-St-Peter-pc041215.pdf](http://www.broads-authority.gov.uk/data/assets/pdf_file/0010/659053/BA20150251FUL-Waveney-Inn-and-River-Centre-Staithe-Road-Burgh-St-Peter-pc041215.pdf).

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7. Comments received from stakeholders

Please note that these are initial comments based on the information provided by those nominating sites and are at an Officer Level. These organisations would also comment on any future Planning Application.

	<b>Hipperson's Boatyard</b>	<b><u>Greenway Marina, Loddon.</u></b>	<b>Loddon Marina</b>	<b><u>Beauchamp Arms.</u></b>	<b><u>Berney Arms.</u></b>	<b><u>Waveney River Centre</u></b>
Anglian Water	AWS do not consider that the addition of 'dwellings' at the boatyard would adversely impact the network and therefore have no objection.	Reference is made to septic tank being used for disposal of foul flows from the proposed moorings. Environment Agency would comment on the suitability of any private method of foul disposal.	Reference is made to a connection being made to the existing public foul sewerage network. However no further details are provided.  AWS would require further information relating to the existing boat yard and any existing connection(s) together with the proposed means of conveyance (pumped or gravity) in order to comment further on the available capacity within the foul sewerage network for the foul flows from this development.	Reference is made to septic tank being used for disposal of foul flows from the proposed moorings. The Environment Agency would comment on the suitability of any private method of foul disposal.	Reference is made to septic tank being used for disposal of foul flows from the proposed moorings. The Environment Agency would comment on the suitability of any private method of foul disposal.	My understanding is that moorings are expected to have a very limited impact on the existing water supply network. As such we would not expect there to be a requirement for either off-site reinforcement or contributions to be made to strategic schemes.
Suffolk and Norfolk County Council comments – impact on highways.	Suffolk County Council Highways Department do not consider that this would give rise to any Highway concerns; most residential moorings don't rely on vehicles for transport.	Proposal to introduce 5 residential moorings will increase vehicle movements. Likely to generate 3-4 vehicle movements per unit per day. Note there is access to local services suitable for day to day living but that a motor vehicle is still likely to be a primary mode of transport. There would appear to be ample room to provide dedicated parking associated with any residential moorings.  It should be noted however, that the access with the highway, is restricted and that the Highway Authority have recently recommend refusal of a proposal for three residential properties accessed of the track leading to the boatyard due to restricted visibility. Accordingly unless visibility improvements can be secured, which given they cross third party land may be difficult and improvements are made to the access itself in terms of width and surface, Highways Authority may object in terms of highway safety.	This would result in a significant increase in traffic movements to and from the site. The access with the highway affords appropriate visibility and width to accommodate such movements but Loddon High Street does have some lengths over which the width is restricted. Aware there are already some issues with traffic flows at present without any increase in traffic despite it being classed as link road (serves as a link between the Primary and Secondary network). The main issues in terms of traffic movements relate to unrestricted parking on Church Plain (High Street) opposite the Church Plain car park and it would appear that this would need to be regulated. Whilst having some reservation, Appropriate mitigation measures would be required in the form of parking restrictions to address the issues discussed above.	Whilst there are existing private moorings adjacent to pub/restaurant, they are located some distance from the public highway network. Note that Ferry Road is a restricted bye-way (public right of way) and therefore only the land owner is able to grant rights of access by motor vehicle. The car park referred to appears to be shared at present with the pub and other buildings around. The site is remote from local service provision, schooling and employment and is therefore likely to be heavily reliant on the private motor vehicle as a primary mode of transport. Envisage vehicle associated with residential moorings in this location would be more akin to residential property, namely 6 vehicle movements per unit per day so could generate in the region of 60 vehicle movements per day. The access of Ferry Road with the main highway network is of restricted width and has poor visibility. Highways Authority may object in terms of highway safety and transport sustainability.	This site is very isolated from any transport links (other than river and extremely limited request stop by rail), local services, education and employment and is there likely to be totally reliant on the private motor vehicle or service deliveries for living needs. It is likely NCC would object on the grounds of transport sustainability.  Highways England also contacted and they have concerns regarding the junction of the track from Berney Arms with the A47.	Location is remote from services and facilities. Traffic movements could be low and similar to a holiday home and could be mitigated (taken from planning application consultation summary).
Waterways and Recreation Officer comments – impact on navigation.	No impact on navigation.	Need to consider the number of moorings on the approach to the marina – it is quite cluttered.	Loddon Marina is quite full with private moorings. Also need to consider the number of moorings on the approach to the marina – it is quite cluttered.	Similar comments to others regarding impact on navigation.	Similar comments to others regarding impact on navigation.	No impact on navigation and no loss of visitor moorings.
Environment	In response to the planning	Please also see the generic information given below that is relevant to all residential moorings.				

	Hipperson's Boatyard	Greenway Marina, Loddon.	Loddon Marina	Beauchamp Arms.	Berney Arms.	Waveney River Centre
Agency	application for a residential mooring at this site in 2014 (as detailed previously), the Environment Agency did not state any objections but stated conditions that the proposal would need to meet.					
Residential boat owners association comments	<p><i>'The boatyard is situated on a small arm off the main river with a basin at the end. Hipperson also have mooring rights to the main river which is why there are two planning applications as that land is leased.</i></p> <p><i>The boatyard seems to be extremely well run with an ongoing programme of improvements. The facilities are first class with water, electric points, pump out and Elsan disposal. There are rubbish and recycling bins. There is plenty of car parking and a busy 5 van caravan site.</i></p> <p><i>The boatyard is a ten minute walk from Beccles town centre, which we walked. There is a very good bus service to Norwich, Great Yarmouth and Lowestoft. There is also a main line train station.</i></p> <p><i>There is a nearby school. Therefore access to all services from shopping to medical, dental, education etc. is within easy reach.</i></p> <p><i>We felt it was a well situated place for residential moorings, and that the R.B.O.A. can firmly support this application for residential moorings.'</i></p>	<p><i>'RBOA has long advocated that, wherever practical, boat yards and/or marinas should all be permitted and encouraged to include a number of residential berths. Greenway Marina is a privately owned boatyard and moorings facility of long standing. Five residential moorings should have no adverse effect upon it. Resident boaters create added security of revenue for the operator. Road access and parking are adequate. Utilities are already catered for, although it is again noted that sewage disposal is via septic tank – see introductory note above. No unwelcome imposition is envisaged for the navigation. Loddon shopping and social facilities are all close at hand. Increased Council Tax collections benefit the local region. RBOA is fully in support of this nomination.'</i></p>	<p><i>'Loddon is a delightful and well known boating hub. This nomination would create a large live-aboard community within an existing boatyard and moorings location – the type of development that RBOA has advocated for many years and of which Central Government, subject to local opinions, is fully supportive. Road access and parking are adequate. All utilities are readily available, including mains sewage. The private operator is presumably prepared to fund the conversion, with the resultant much increased Council Tax streams going to benefit the Local Authority. All resident requirements are adequately provided for within the market town. There should be no adverse pressure on navigational issues. RBOA supports this nomination which it envisages could be a major asset to the local community.'</i></p>	<p><i>'The proposed location and number of residential berths look to fit well into the site and would complement the existing water and land based leisure facilities. Road access and parking appear well able to cope and there is no obvious detriment to navigation. Village facilities are close to hand to cater for residents. The site being privately owned, the development should occur at no cost to Local Authorities but, once complete, should contribute additional Authority revenues via Council Tax collections. It is noted that sewage will go to septic tank. RBOA sees no adverse impact should this proposal be included in The Broads Authority Local Plan. '</i></p>	<p><i>'The remote location of this proposal presents some concern when considered alongside the potential rise and fall of water levels, it being so close to Breydon Water. Nevertheless, there is much to support this nomination. There is an element within the live-aboard sector that purposely seeks to live in more remote areas – this could potentially cater very well for that element and RBOA predicts that take up of such moorings would be keen. Residential boating, by its very nature, tends to attract those who are self-sufficient; and live-aboard communities do tend to adequately look after themselves and one another. Road access and parking is sufficient. There would be no adverse effect to navigation. It is a recognised fact that visitors to countryside/waterway walks enjoy seeing boats, particularly those with people aboard. The local small business urgently needs customers if it is to avoid closure again - boats attract more walkers – the café needs those visitors if it is to survive and prosper. This proposal, with appropriate planning conditions, could help preserve Berney Arms' historic character. It is assumed that the private moorings operator would fund the development and normal Council Tax revenues would benefit the Local Authority. It is noted that sewage will go to septic tank, Taking all into account, RBOA supports this proposal to be included in The Broads Authority Local Plan.'</i></p>	<p><i>'The Waveney River Centre has developed steadily over many years to become a major leisure feature within the southern area of The Broads. Boaters are already well catered for, with all utilities available on site. In RBOA's opinion, the inclusion of a number of residential berths within the moorings facility would be a natural progression. Road access is via country lane but should easily cope. Parking on site is not an issue. The usual Council Tax contributions from residents would apply. RBOA sees no reason not to wholly support this nomination.'</i></p>
Head Ranger's Comments	Important to not allow future use to encroach further into the river than existing	Important to not allow future use to encroach further into the river than existing arrangements.	Important to not allow future use to encroach further into the river than existing arrangements.	Stern on moorings not likely to be permitted due to safety reasons. Important to not allow future use to	Stern on moorings not likely to be permitted due to safety reasons. Important to not allow future use to	No safety concerns if within basin. Important to not allow future use to encroach further into the river

	Hipperson's Boatyard	Greenway Marina, Loddon.	Loddon Marina	Beauchamp Arms.	Berney Arms.	Waveney River Centre
	arrangements.			encroach further into the river than existing arrangements.	encroach further into the river than existing arrangements. Concerns over strong flows and high levels of silting this area also regularly 'overtops' in the winter which could create a real hazard to any boats moored there permanently	than existing arrangements.
Ecologist's comments	Other than in a SSSI Impact Zone, no obvious concerns to prevent it from being allocated.	In the vicinity of Hardley Flood SSSI part of the Broadland SPA – Given the location, five moorings is unlikely to have an impact in relation to noise and disturbance in the area. However potential issues with the location of the moorings in terms of natural bank development and the presence of protected species.	Due to the high number proposed here, there could be impacts on designated sites nearby. In the vicinity of Hardley Flood SSSI – part of the Broadland SPA- This is a large number of moorings and could potentially change the area in terms of a significant increase in noise and disturbance to the area. The same applies in terms of concerns with natural bank development and presence of protected species.	There could be effects of these moorings on the designated sites nearby. Within Broadland SPA – Habitat Regulations Assessment maybe required for a significant number of moorings that may impact the designated site. Potential concerns with natural bank development and presence of protected species.	There could be effects of these moorings on the designated sites nearby. Within the Breydon Water SPA (as above). Habitat Regulations Assessment maybe required for a significant number of moorings that may impact the designated site. Potential concerns with natural bank development and presence of protected species.	In the vicinity of Barnby Broad & Marshes SSSI, Sprats Water & Marshes SSSI (Broadland SPA). Potential concerns over the presence of protected species and bank development, given the number of moorings and the location.
Landscape Consultant's comments	No landscape concerns	No landscape concerns, providing additional parking is not required.	caution around numbers and would be concerned over any proposed extension of the basin to the east,	Providing that no realignment of the bank is required, landscape impact is likely to be low. Pontoons would create a more formalised frontage etc. but not necessarily uncharacteristic given the existing land uses. Concern in case a standalone building for shower and toilet facilities is required.	If pilling and pontoons is required this will also have an impact on the landscape and character of the riverbank. Concerned about where the arisings from clearing/dredging would go and if this could have a landscape impact. Concern in case a standalone building for shower and toilet facilities is required.	No landscape concerns as there would be little change.
Historic Environment Manager's comments	<i>No comment</i>	No comment	Located within and adjacent to the Loddon and Chedgrave conservation area. The likely impact from the conservation point of view is the introduction of domestic paraphernalia associated with the moorings – particularly storage and structures on the land, also the division of any plots on the land. These may impact visually. Again parking might be an issue in terms of visual impact but given the more urban location there are opportunities to park close by without impact and cars are more part of the character of the wider area.	No comment	Berney Arms mooring is within the Halvergate Marshes Conservation Area, It is also close to the Stracey arms Wind Mill a Scheduled ancient monument. The likely impact from the conservation point of view is the introduction of domestic paraphernalia associated with the moorings – particularly storage and structures on the land, also the division of any plots on the land. These may impact visually. Also given the remote setting here if there were to be a number of vehicles commensurate with the number of moorings this would have an adverse visual impact potentially in an otherwise open and agricultural landscape.	No comment
Development Management Officer's comments		Together, these sites propose 45 moorings which raises two issues - loss of existing moorings - where would these boats go? Would this cause demand for extensions to the basins or create new marinas? It would also create a pretty significant community - do the existing services and facilities have capacity? How does this affect the overall balance of the community?		Isolated from services and facilities. Are residential moorings requested to support viability of the pubs? What other options are there to do this?	Isolated from services and facilities. Are residential moorings requested to support viability of the pubs? What other options are there to do this?	Has temporary permission for 10 residential moorings.
Head of Safety	No safety concerns.	River width should not be	For forty moorings there must be a	Tidal flow could make stern on	Tidal flow could make stern on	No safety concerns if within basin.

	Hipperson’s Boatyard	Greenway Marina, Loddon.	Loddon Marina	Beauchamp Arms.	Berney Arms.	Waveney River Centre
Management		compromised, suggest having a length restriction on the boats.	minimum no of toilets and showers required. Moorings on the river frontage will need a length restriction to avoid any reduction on the river width.	mooring very difficult without supporting infrastructure, (pontoons) and this could impact into the navigation. Suggest installation of electric charging points. Important not to reduce the width of the river further as this is already a pinch point. Exactly how these boats are to be secured will need to be detailed as there is a strong current in this area and that combined with a strong wind may cause these residential boats to become detached if they are stern on.	mooring very difficult without supporting infrastructure, (pontoons) and this could impact into the navigation. Moorings will continually silt up.	

General comments from the Environment Agency:

Flood Risk

- The technique/method of mooring the vessel.
- A Flood Response Plan needs to be produced.
- Finally, the FRA should include consideration of how the boat moored at the residential mooring will be monitored at times of flood.

Ecology

- We would not want to see any derogation of existing angling access as a result of the provision of new moorings.
- Any impacts on SSSIs or European sites should be subject to a CRoW and/or Habitats Regulations Assessment.
- Any ecological impacts should be identified and appropriate mitigation agreed and implemented.
- Any construction activities associated with new moorings should take account of the need to prevent the spread of invasive non-native species.
- Adequate measures would be needed to ensure safe containment and treatment of sewage/foul water to prevent any pollution of watercourses.

Foul water

- The method of non-mains disposal should be the most appropriate to minimise the risk to the water environment.
- The first presumption should be to provide a system of foul drainage discharging into a public sewer to be treated at a public sewage treatment works.
- Where a connection to a public sewage treatment plant is not feasible (in terms of cost and/or practicality) a package sewage treatment plant can be considered. Septic tanks should only be considered if it can be clearly demonstrated by the applicant that discharging into a public sewer to be treated at a public sewage treatment works or a package sewage treatment plant is not feasible.

Environmental Permitting Regulations

- Applicants proposing additional residential moorings may require a permit
- The applicant may need an environmental permit for flood risk activities if they want to do work in, under, over or within 8m of the river and of any flood defence structure or culvert.



#### 8. Residential Moorings to be allocated

Following the above assessment, it is recommended that the following sites are allocated, the reasons for this is summarised below:

- Hipperson's Boatyard
- Greenway Marine
- Loddon Marina.

It is recommended that the following are not allocated, again for reasons explained below:

- Beauchamps Arms
- Berney Arms
- Waveney River Centre.

Location	Decision	Reason
Hipperson's Boatyard	Allocate for up to around 5 residential moorings.	The nomination passes all tests as set out in DP25. Whilst Beccles will not have a development boundary within the Broads, the site has good access to a very good range of facilities in Beccles. No major concerns from the stakeholders. Note that the policy will need to include some criteria that proposals will need to address.
Greenway Marine	Allocate for no more than 5 residential moorings	The nomination passes all tests as set out in DP25. Whilst Chedgrave will not have a development boundary within the Broads, the site has good access to a very good range of facilities in Loddon and Chedgrave. Note that the policy will need to include some criteria that proposals will need to address.
Loddon Marina	Allocate for no more than 10 residential moorings	The nomination passes all tests as set out in DP25. Whilst Loddon will not have a development boundary within the Broads, the site has good access to a very good range of facilities in Loddon. Note that the policy will need to include some criteria that proposals will need to address.
Beauchamps Arms	Do not allocate for residential moorings	An isolated location, concerns regarding residential moorings impact on designated sites nearby and highway safety concerns.
Berney Arms	Do not allocate for residential moorings	An isolated location, concerns regarding residential moorings impact on designated sites nearby and highway safety concerns.
Waveney River Centre	Do not allocate for residential moorings	Site is not adjacent to or within a development boundary. An isolated location, away from many facilities and services that people tend to use.

Please note that Brundall Marina is not included in this assessment but the new Local Plan rolls forward the existing policy from the Sites Specifics Local Plan 2014. This table assesses those nominations received during the production of the new Local Plan.

9. Meeting the need/demand for Residential Moorings in the Broads Authority Executive Area.

The evidence (as discussed at section 2) indicated a need/demand for xxxxx residential moorings.

**Comment [NB1]:** Around 63 residential moorings. To be confirmed.

The allocations as discussed at section 8 as well as Brundall Gardens amount to allocations in the Local Plan for around 25 residential moorings.

One mooring has been permitted.

As such, there is a residual need/demand for xxxx permanent residential moorings.

**Comment [NB2]:** 37 residential moorings, to be confirmed.

To date, the Authority has undertaken the following tasks in relation to residential moorings:

1. Since 2011, there has been a policy to guide planning applications for proposals for residential moorings.
2. During the Publication stage of the Sites Specifics Local Plan (2014), a proposal for residential moorings at Brundall Gardens was put forward and subsequently included in that Local Plan.
3. A call for residential moorings was undertaken as part of the Issues and Options consultation in 2016. One site was submitted for consideration – Hipperson's Boatyard which is assessed within this document.
4. Temporary planning permission was granted for ten residential moorings at Waveney River Centre to reflect supporting the viability of the business.
5. A second call for residential moorings, targeted at boatyards and marinas located in line with the adopted policy's location criteria was undertaken summer 2017. Nominations were received for residential moorings at Greenway Marine, Loddon Marina, Beauchamps Arms and Berney Arms<sup>9</sup>. These have all been assessed in this report.
6. The Authority also suggested, in the same letter, that those marinas or boatyards that do have people living on boats within them may wish to formalise this through the planning system. The Authority received one query with regards to information on how to receive planning permission for residential moorings in a boatyard.
7. The Development Management criteria based policy relating to residential moorings is to be rolled forward into the Local Plan.

**By allocating sites for 25 residential moorings as well as undertaking a call for residential mooring sites on two occasions as well as having a criterion based policy to help determine applications the Authority has sought to meet its needs whilst ensuring the sites do not harm the special qualities of the Broads and are not in an isolated location.**

Whilst the Waveney River Centre moorings proposals have not been allocated in this Local Plan and the temporary permission does not count towards the need/demand. Once this permission is developed on site, the owner may be able to prove that the moorings are essential to support the

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<sup>9</sup> Please note that Loddon Marina, Beauchamps Arms and Berney Arms are owned by the same person. They were contacted in relation to Loddon Marina but decided to nominate the two pubs as well.

viability of the Centre and could seek permanent residential moorings permission. Supporting the viability of the facilities at the Centre was the reason given for approving permission for residential moorings for a temporary period in this location to allow the effect on viability to be assessed. This could conceivably be undertaken within the plan period. As such, there could be ten permanent residential moorings provided at River Waveney Centre in due course. This is not saying that these residential moorings are required to address the need as the isolated nature of the moorings is contrary to the policy; rather it is the case that if the benefit to the local business of supporting the viability of the facilities on site for the benefit of the community is proven and these moorings are permitted, it could then count towards the need/demand.

DRAFT

## Appendix A: Photos from site visits

### a) Hipperson's Boatyard, Beccles.





b) Greenway Marina, Loddon.



c) Loddon Marina.



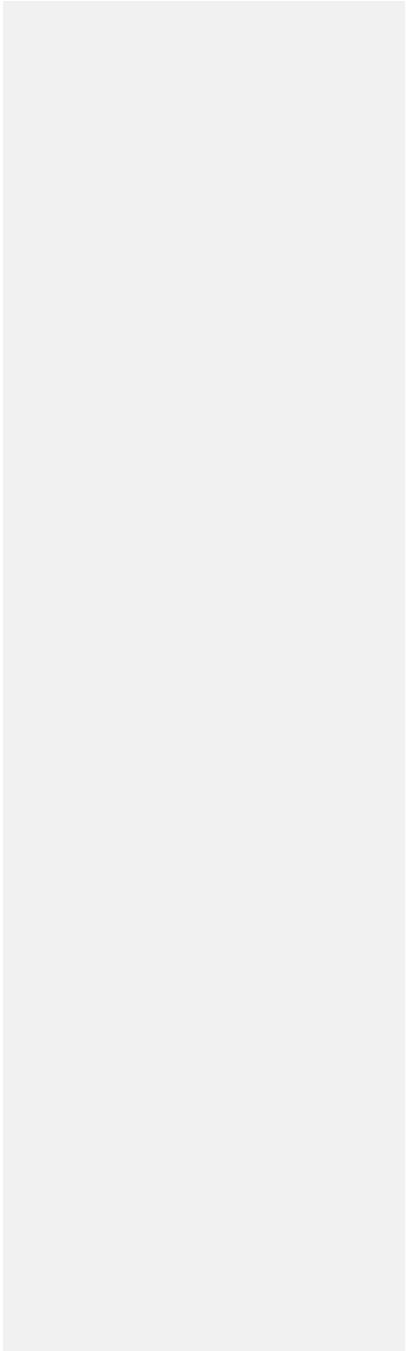




d) Beauchamp Arms.







e) Berney Arms.

NOMINATIONS FOR RESIDENTIAL MOORINGS  
Berney Arms



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f) Waveney River Centre  
Source: Waveney River Centre



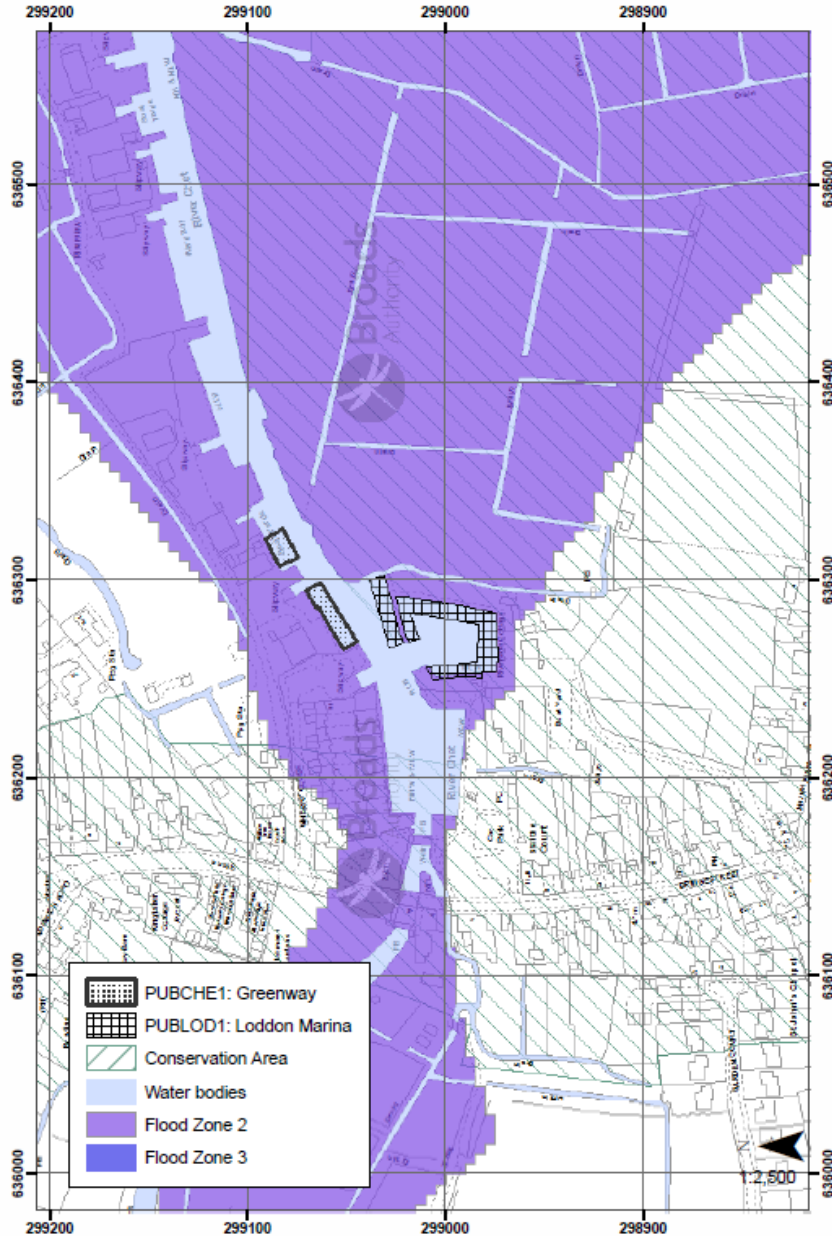




b) Greenway Marina, Loddon and Loddon Marina

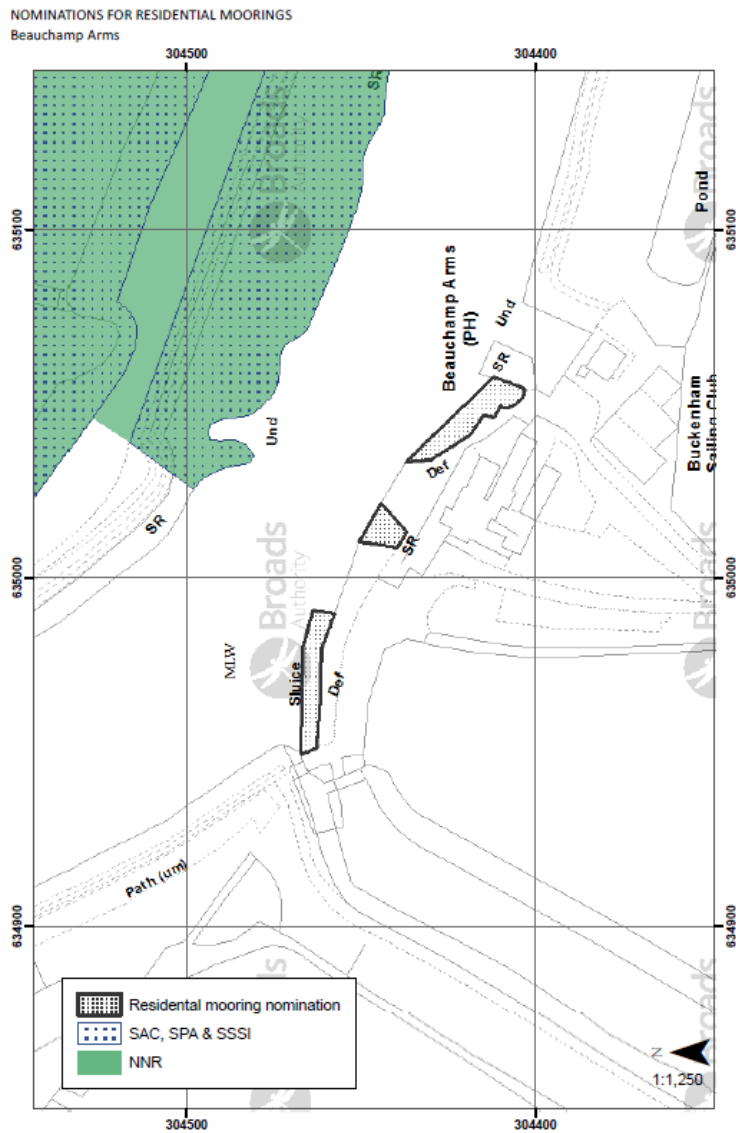
NOMINATIONS FOR RESIDENTIAL MOORINGS

Chedgrave & Loddon

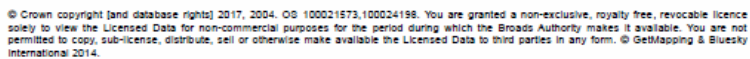


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c) Beauchamp Arms.



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e) Waveney River Centre

Source: provided by Waveney River Centre.

