

## **Planning Committee**

### **AGENDA**

**Friday 24 July 2015**

**10.00am**

- |  | Page  |
|--|-------|
| 1. <b>To receive apologies for absence and introductions</b>   |       |
| 2. <b>Appointment of Chairman for the forthcoming year 2015/16</b>                                   |       |
| 3. <b>Appointment of Vice-Chairman for the forthcoming year 2015/16</b>                              |       |
| 4. <b>To receive declarations of interest</b>  |       |
| 5. <b>To receive and confirm the minutes of the previous meeting held on 26 June 2015 (herewith)</b> | 3 – 8 |
| 6. <b>Points of information arising from the minutes</b>   |       |
| 7. <b>To note whether any items have been proposed as matters of urgent business</b>                 |       |

### **MATTERS FOR DECISION**

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

	Page
10. <b>To consider applications for planning permission including matters for consideration of enforcement of planning control:</b>	
• BA/2015/0225/FUL Utilities Site Situated Between Cremorne Lane, Hardy Road and River Wensum – Recommendation for Joint Site Visit with Norwich City Council	9 – 12
11. <b>Enforcement of Planning Control: Enforcement Items for Consideration: Positioning of Static Caravan in the grounds of Cross Keys Public House, Dilham</b> Report by Planning Officer (Compliance and Implementation) (herewith)	13 – 15
12. <b>Broads Local Plan Local Development Scheme: Version 2</b> Report by Planning Policy Officer (herewith)	16 – 18
13. <b>Duty to Cooperate Member Forum: Update</b> Report by Planning Policy Officer (herewith)	19 – 24
14. <b>Brundall Neighbourhood Plan: Proposed comments on Pre Submission Neighbourhood Plan</b> Report by Planning Policy Officer (herewith)	25 – 30
15. <b>Oulton Broad Conservation Area Re-Appraisal</b> Report by Historic Environment Manager (herewith)	31 – 60
16. <b>Heritage Asset Review Working Group Membership</b> Report by Historic Environment Manager (herewith)	61 – 64

#### MATTERS FOR INFORMATION

17. <b>Enforcement Update</b> Report by Head of Planning (herewith)	65 – 69
18. <b>Appeals to the Secretary of State Update</b> Report by Administrative Officer (herewith)	70 – 71
19. <b>Decisions made by Officers under Delegated Powers</b> Report by Director of Planning and Resources (herewith)	72 – 74
20. <b>To note the date of the next meeting – Friday 21 August 2015 at 10.00am at Yare House, 62-64 Thorpe Road, Norwich</b>	

**Broads Authority**  
**Planning Committee**

Minutes of the meeting held on 26 June 2015 starting at 11.00am.

**Present:**

Dr J M Gray – in the Chair

Mr M Barnard  
Prof J Burgess

Mrs L Hempsall  
Mr N Dixon

**In Attendance:**

Mrs S A Beckett – Administrative Officer (Governance)  
Mr N Catherall – Planning Officer  
Ms M Hammond – Planning Officer  
Mr P Ionta – Solicitor and Monitoring Officer  
Ms C Smith – Head of Planning

Members of the Public in attendance who spoke:

**BA/2015/0132/FUL Cockshoot Boardwalk, Adjacent River Bure,  
Woodbastwick**

Mr A Clarke

On behalf of Applicant

**13/1 Apologies for Absence and Welcome**

The Chairman welcomed everyone to the meeting particularly members of the public. In particular he welcomed the new members of the Authority, who were prospective members of the Planning Committee, as observers.

The Chairman also welcomed Nigel Catherall as Planning Officer who had recently joined the Authority having previously worked in Enfield.

Apologies were received from: Miss S Blane, Mr G W Jermany, Mr P Warner and Mr J Timewell.

**13/2 Declarations of Interest**

The Chairman declared an interest on behalf of all members relating to application BA/2015/0132/FUL as this was a Broads Authority application. Members indicated that they had no other declarations of pecuniary interests other than those already registered and as set out at Appendix 1.

### **13/3 Minutes: 29 May 2015**

The minutes of the meeting held on 29 May 2015 were agreed as a correct record and signed by the Chairman.

### **13/4 Points of Information Arising from the Minutes**

None reported.

### **13/5 To note whether any items have been proposed as matters of urgent business**

No items had been proposed as matters of urgent business.

### **13/6 Chairman's Announcements and Introduction to Public Speaking**

#### **(1) Annual Public Meeting The Dockyard, 27 June 2015**

The Chairman reminded members that the Annual Open Day for the Public would be on Saturday 27 June 2015 at the Dockyard.

#### **(2) Chairman and Vice-Chairman of Planning**

The Chairman reminded members that at the next meeting of the Planning Committee, the Chairman and Vice-Chairman of the Planning Committee were due to be appointed for the next year and he invited members to consider this.

#### **(3) Public Speaking**

The Chairman reminded everyone that the scheme for public speaking was in operation for consideration of planning applications, details of which were contained in the revised Code of Conduct for members and officers. No one indicated that they intended to record or film the proceedings.

### **13/7 Requests to Defer Applications and /or Vary the Order of the Agenda**

No requests had been received.

### **13/8 Applications for Planning Permission**

The Committee considered the following application submitted under the Town and Country Planning Act 1990, as well as matters of enforcement (also having regard to Human Rights), and reached decisions as set out below. Acting under its delegated powers the Committee authorised the immediate implementation of the decision.

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

(1) **BA/2015/0132/FUL Cockshoot Boardwalk, Adjacent River Bure, Woodbastwick**

Replacement of existing boardwalk with recycled plastic sleeper supports and piles, topped by pressure treated timber boards

Applicant: Broads Authority

The Planning Officer provided a detailed presentation of the proposals to replace an existing 500m boardwalk in poor repair and replaced with a new pressure treated timber surfaced boardwalk supported by recycled plastic piles and sleepers. The boardwalk ran between two areas of moorings one of which was Broads Authority 24 hour moorings. The boardwalk had provided an informal and low impact recreational attraction for visitors from which typical fen, open water and wet woodland features could be appreciated, and its replacement would enable this to continue as well as promote understanding of Broads wildlife and habitat.

The Planning Officer drew attention to the consultation responses and explained that no further responses had been received since the report had been written.

Having provided a detailed assessment against the Authority's policies, particularly policies relating to design, ecology and landscape, the Planning Officer commented that it was considered that the proposal would not result in any significant adverse effects on the landscape, ecology or trees, subject to appropriate conditions and was therefore recommended for approval subject to conditions.

Adrian Clarke, the Senior Waterways and Recreation Officer, explained that the aim was to provide a robust, long living supporting structure with pressure treated timbers which could be replaced separately. From experience and research in other National Parks, and given that the technology was improving, the recycled plastic to be used for the supporting structure was expected to last for 30 to 40 years. In general, the pressure treated soft wood and sleepers which had previously been used were not expected to last much more than 10 years. As the technology was so new, it was not yet possible to tell the exact character of degrading or length of life, but officers were confident in the proposed durability of the materials to be used and their appropriateness for the site.

Having been assured on the robustness of the materials to be used, members considered that the proposals were acceptable.

Mr Barnard proposed, seconded by Mrs Hempsall and it was

RESOLVED unanimously

that the application be approved subject to detailed conditions as outlined within the report.

The proposal is considered to be in accordance with Policies CS1 and CS17 of the adopted Core Strategy (2007), Policies DP1, DP2, DP4 and DP11 of the adopted Development Management Policies (2011) and the National Planning Policy Framework (2012) which is a material consideration in the determination of this application.

### **13/9 Beccles Area Neighbourhood Plan: Designating the Beccles Area as a Neighbourhood Area.**

The Committee received a report relating to the proposed Neighbourhood Area for the Beccles Neighbourhood Area Plan and were provided with the comments received during the six week consultation period between 8 May to 19 June 2015. The Parishes involved included Beccles, Barsham, Shipmeadow, Ringsfield, Weston, Shadingfield, Sotterley, Wilingham and Ellough.

It had been suggested that Worlingham Parish should also be included. However, although not adverse to a Neighbourhood Plan, they did not wish to be included at this stage. Rather than hold up the proceedings and given the support from the other parish councils, Waveney District Council (as the other relevant District Planning Authority) was satisfied that there was nothing to dissuade Beccles Town Council from proceeding.

Members commended Beccles Town Council on coordinating the parish councils to be involved and wished them success with their Neighbourhood Area Plan.

RESOLVED unanimously

- (i) that the comments received be noted; and
- (ii) that the proposed Neighbourhood Area for the Beccles Area Neighbourhood Plan be accepted in order for the Plan to proceed.

### **13/10 Enforcement Update**

The Committee received an updated report on enforcement matters already referred to Committee.

The Head of Planning reported further on the following;

**Former Jenners Basin at Thorpe Island.** The case had been considered in the High Court on Tuesday 19 May 2015. The Judge would be issuing his decision within the next few weeks and members would be informed by email as soon as this was received and a report would be submitted to a subsequent meeting.

**The Ferry Inn, Horning.** It was with regret that there had been reports of a number of unauthorised items on the site and further investigations would be made.

**J B Boat Sales, 106 Lower Street, Horning** – unauthorised building of an office. The Committee were shown the amended scheme for a building, which had been approved. Prosecution would not be pursued.

**Wherry Hotel, Bridge Road, Oulton Broad** - Unauthorised installation of refrigeration unit. The current period for compliance would expire at the end of September. However, there was a need to do some planting and therefore the period of compliance had been extended to the end of December 2015.

**Land at Newlands Caravan Park, Geldeston** – most of the unauthorised materials had now been removed and a further site inspection would be carried out.

RESOLVED

that the report be noted.

#### **13/11 Appeals to Secretary of State Update**

The Committee received a report on the appeals to the Secretary of State against the Authority's decisions since 1 March 2015.

RESOLVED

that the report be noted.

#### **13/12 Decisions Made by Officers under Delegated Powers**

The Committee received a schedule of decisions made by officers under delegated powers from 18 May to 15 June 2015.

RESOLVED

that the report be noted.

#### **13/13 Date of Next Meeting**

The next meeting of the Planning Committee would be held on Friday 24 July 2015 at Yare House, 62- 64 Thorpe Road, Norwich. This would be followed by the Heritage Asset Review Group (HARG).

The meeting concluded at 11.25am

CHAIRMAN

**Code of Conduct for Members****Declaration of Interests****Committee:**        **Planning** 26 June 2015

<b>Name</b>	<b>Agenda/ Minute No(s)</b>	<b>Nature of Interest (Please describe the nature of the interest)</b>
All Members	13/8(1)	Application BA/2015/0132/FUL Broads Authority application
Mike Barnard	13/9	Member of Local Plans Working Group dealing with the application.



## **Application for Determination**

<b>Parish</b>	Norwich City	
<b>Reference</b>	BA/2015/0225/FUL	<b>Target date</b> Not yet known
<b>Location</b>	Utilities Site Situated Between Cremorne Lane, Hardy Road and River Wensum	
<b>Proposal</b>	Generation Park – A mixed-use regeneration project	
<b>Applicant</b>	NPH (Norwich) LLP	
<b>Recommendation</b>	Approval of Joint Site Visit	
<b>Reason for referral to Committee</b>	Major Development	

### **1 Introduction**

- 1.1 Members will be aware that proposals for the redevelopment of the Utilities Site are in preparation. A planning application is due to be submitted shortly. The application will be a Hybrid Application comprising a mixture of Detailed and Outline elements. The site falls broadly equally within the administrative areas of Norwich City Council and the Broads Authority Executive Area, with a small length of the proposed access road falling into South Norfolk Council's area.
- 1.2 The site itself is situated on the northern bank of the River Wensum, directly opposite its confluence with the River Yare and Whitlingham Country Park. The Norwich to Yarmouth railway line runs along the northern boundary of the site, with a small area of land to the north of the railway line, accessed off Cremorne Lane, also being included in the development site. The western end of the site is defined by the existing site entrance off Hardy Road. The eastern end of the site tapers off into an overgrown finger of land situated between the river and the railway line. Thorpe Hamlet is situated to the north of the site, the Deal Ground site is situated to the south of the site with Trowse beyond that and Carey's Meadow is to the northeast of the site.
- 1.3 The whole site covers an area of approximately 12 ha of brownfield land. The site is currently occupied by the UK Power Network (UKPN) substation and grid connection compound. A pair of 72.5m high pylons is situated on the site. Outside the UKPN compound remnants of industrial infrastructure remain

including large areas of hardstanding, single storey outbuildings, fencing and a redundant gasometer scheduled for demolition. Immediately to the north of the gasometer is a 26m high telecoms mast. There are also one and two storey buildings which house the Train Operating Company and National Grid operations. Two inlets, once used for cooling water for the power stations have been cut into the site. Both are sheet piled. The riverside frontage of the site is sheet piled for approximately three quarters of its length, with the eastern end of the site being replaced by a more natural bank where planting merges with the water.

## **2 Proposed Development.**

- 2.1 The proposed development would be focused around and includes the construction of residential and commercial units on the Utilities site as well as new educational and research facilities. The proposed development would also include areas of recreational and amenity open space and would include mooring provision along the northern bank of the River Wensum and River Yare.
- 2.2 The Community Energy Facility would include a biomass combined heat and power (CHP) plant that would generate renewable energy through the combustion of approximately 256,000 tonnes of straw pellets per annum. It would have an installed electricity generating capacity of 49.9 Megawatts (MW). It would also deliver 12.3MW of heat via a District Heating Network (DHN) to a range of local commercial, institutional and residential energy users. In addition, heat and power would be provided to all of the scheme components within the proposed development itself.
- 2.3 It is proposed that 'planning permission' for the DHN would be by way of a bespoke Local Development Order prepared by Norwich City Council. The proposed development would also include the provision of a substation allowing grid connection from the Community Energy Centre to the local electricity distribution network
- 2.4 As well as the Community Energy Centre the proposed scheme would include the following development. The built elements of the scheme that would be situated within the Broads Authority's Executive Area have been underlined.
  - a Data Centre
  - a Research Centre for use by the University of East Anglia (UEA)
  - an Educational Centre for use by UEA and other educational and community groups within Norwich and beyond
  - five student residential blocks providing accommodation for 752 students from UEA, Norwich University of the Arts and City College Norwich; two of which will be situated within BA's Executive Area
  - 120 residential housing units of which 40 would be affordable
  - Arrivals Square with associated commercial and retail units described as the 'Neighbourhood Units'
  - a car park, office and training buildings and a storage compound associated with the Abellio Greater Anglia Train Operating Company

- new moorings along the north bank of the River Wensum and River Yare, providing both public and private moorings and facilities for passenger boats
- a replacement pedestrian bridge leading to Cremorne Lane, in Thorpe Hamlet
- a new access road to the site via the Deal Ground and May Gurney sites that includes two new bridge crossings of the River Yare and River Wensum
- an extensive hard and soft landscaping scheme providing a mix of amenity, recreation and nature conservation areas which includes the provision of a formal children's play space area and Multi Use Games Area (MUGA)
- other associated on site infrastructure including roads, car parking, lighting, fencing, surface water drainage and the replacement and relocation of an existing telecommunications mast
- a private wire connection, DHN pipe connection and water supply pipe to / from the Community Energy Centre to the Britvic factory lying to the south west of the Utilities site.

### **3 Recommendation**

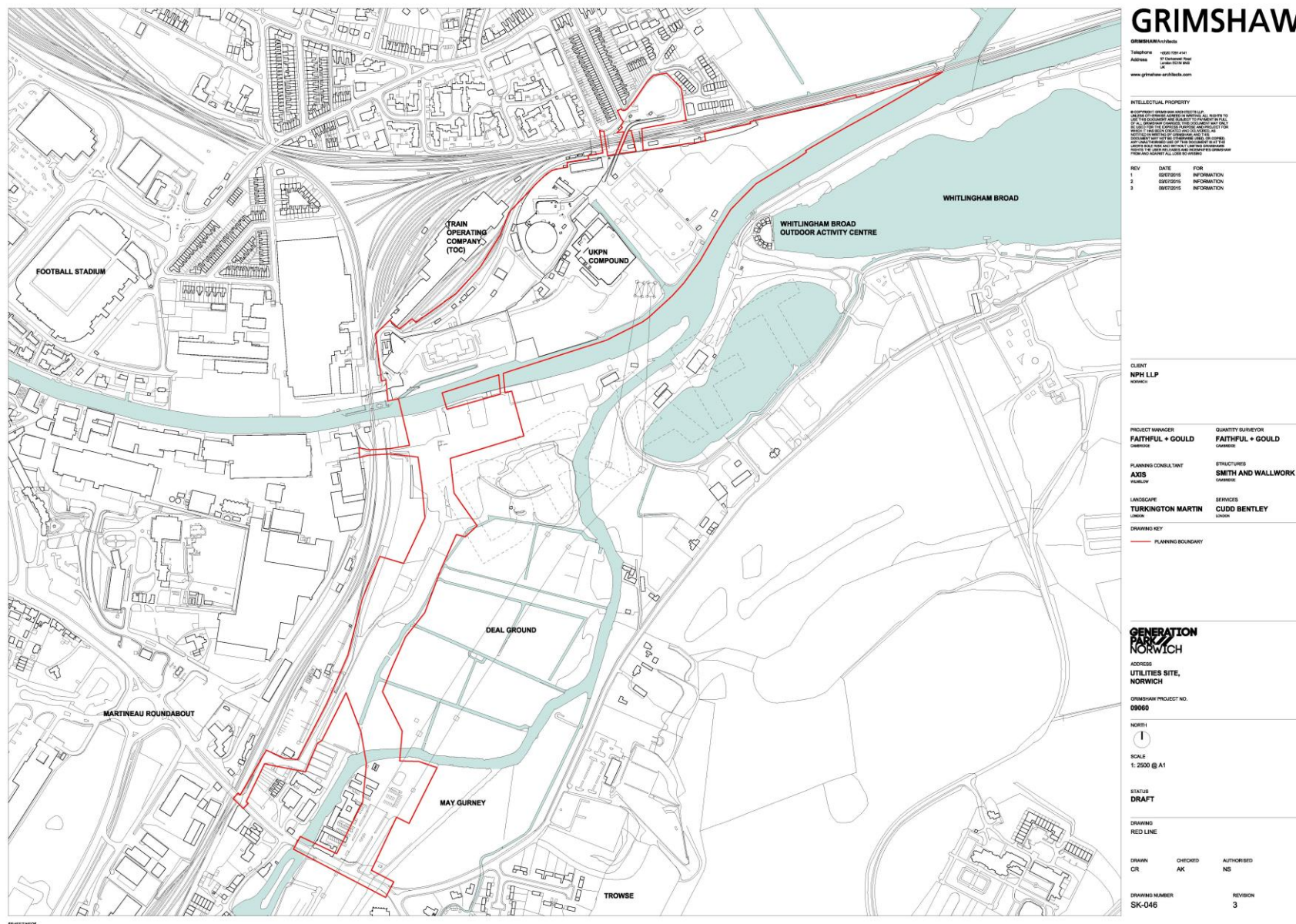
- 3.1 It is recommended that a site visit is carried out jointly with Norwich City Council in advance of the applications being considered by the Planning Committees of Norwich City Council and the Broads Authority.

Background papers: None

Author: Alison Macnab

Date of Report: 8 July 2015

List of Appendices: APPENDIX 1 - Site plan



**Enforcement of Planning Control  
Enforcement Item for Consideration:  
Positioning of Static Caravan in the grounds of Cross Keys Public House  
Dilham**

Report by Planning Officer (Compliance and Implementation)

<b>Summary:</b>	This report concerns unauthorised positioning of a static caravan in the grounds of the Public House
<b>Recommendation:</b>	That authorisation is granted for the serving of an Enforcement Notice seeking removal of the Static Caravan and for prosecution (in consultation with the solicitor) in the event that the Enforcement Notice is not complied with.

**Location:** Cross Keys Inn, The Street, Dilham

**Breach of Planning Control:** Material change of use of the land from garden to the standing of a static caravan without planning permission.

**1 Background and Description of Site.**

- 1.1 The Cross Keys public house is situated in the centre of Dilham set back from The Street, which is the central road running through the village. The property is bounded to the north, south and east by residential development, with further housing across The Street to the west.
- 1.2 The building itself is a predominantly eighteenth century, two storey, brick built property with later extensions to the western side and rear. There is a lounge bar, public bar and commercial kitchen on the ground floor, with the upper floors reserved for private residential accommodation.
- 1.3 The Cross Keys sits within a relatively large site measuring approximately 70 metres long by 36m wide. To the south there is a large garden area formerly used as a bowling green whilst the area to the north, the rear of the building, is hard surfaced and provides 14 parking spaces serving the business. An additional triangular area of former garden to the north west of the building was previously laid to grass; this is where the static caravan has been located.
- 1.4 In September 2014 a report was received that a static caravan had been placed to the rear of the property. A site visit and meeting with the landowner in early October confirmed this. A subsequent letter in mid-October gave three months for the removal of the static as the officer view was that the

static was not acceptable in that location. A Planning Contravention Notice was served at the same time to obtain information.

- 1.5 In January 2015 a further site visit was undertaken and the static caravan remained on site.
- 1.6 In late February 2015 a second Planning Contravention Notice was served. It should be noted that there had been considerable confusion locally as there was also an application for a Certificate of Lawful use in respect of a motor home parked on the car park which was being dealt with separately.
- 1.7 In late March 2015 a further site meeting was held. During this visit it was confirmed that the static caravan was not connected to mains sewerage or water but there was an electricity supply. The Static caravan was not permanently fixed to the ground but was sitting on concrete slabs and the interior was found to contain domestic paraphernalia, although it was not in a condition where it could be immediately used for residential purposes.
- 1.8 In mid-April 2015 a further letter written to the owner asking him to remove the static caravan by mid-May or submit a planning application for change of use of the land for the standing of a caravan.
- 1.9 Despite attempts to engage with the owner no response was received and the caravan remains on site in early July.

## **2 Assessment and Recommendation.**

- 2.1 It is the case that the standing of the static caravan amounts to a material change of use as the character of the use of the land has changed – from car park to use of land for standing of a caravan. This is a change of use which requires planning permission.
- 2.2 It is also the case that the standing of the static caravan in this location is contrary to development plan policy, particularly DP4 (Design) which requires a high standard of design as well as requiring that the siting of development must reflect the characteristics of the appearance of the host site and DP28 (Amenity) which requires that new development should not have an adverse effect on visual amenity.
- 2.3 The landowner has been provided with several opportunities to remove the static caravan and has to date chosen not to do so, he has also declined to submit a planning application for change of use.
- 2.4 The caravan is currently being used for storage of domestic paraphilia and is sitting in its own fenced off area at the rear of the car park some distance from the main premises. Officer's view is that this is unlikely to gain planning permission but we have been unable to determine this, or the precise use proposed for the structure, because of the landowner's refusal to submit an application.

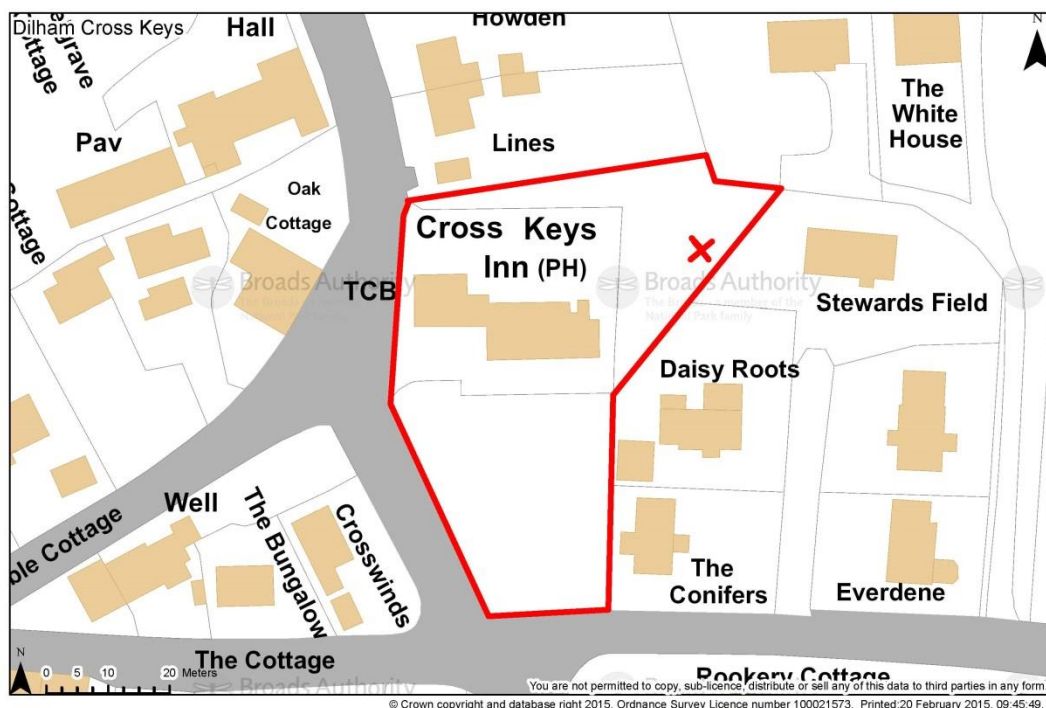
- 2.5 It is proposed to serve an Enforcement Notice (in consultation with the solicitor) requiring the removal of the static caravan and the restoration of the site to its previous use. It is proposed that a compliance period of two months is given.
- 2.6 Authority is also sought to prosecute the owner (in consultation with the solicitor) in the event that the Enforcement Notice is not complied with.

Background papers: Broads Authority DC Enforcement File BA/2014/0042/UNAUP4

Author: T Risebrow  
Date of report: 8 July 2015

Appendices: APPENDIX 1 – Site Map

Appendix 1 Map of Cross keys Site Static caravan location marked with red X





**Broads Local Plan Local Development Scheme – Version 2**

Report by Planning Policy Officer

<b>Summary:</b>	The Local Development Scheme (LDS) is the timeline for the production of the Local Plan.
<b>Recommendation:</b>	It is recommended that the Planning Committee adopt version 2 of the Local Development Scheme.

**1 Introduction**

- 1.1 The Local Development Scheme (LDS) is effectively a timetable for the production of the Local Plan. It sets out the tasks and anticipated dates for undertaking and completing these tasks.
- 1.2 The current LDS was adopted by Planning Committee in September 2014. That report can be found here: [http://www.broads-authority.gov.uk/\\_data/assets/pdf\\_file/0010/487135/Broads-Local-Plan-Local-Development-Scheme.pdf](http://www.broads-authority.gov.uk/_data/assets/pdf_file/0010/487135/Broads-Local-Plan-Local-Development-Scheme.pdf).
- 1.3 In that report, the potential for slippage was discussed. This version 2 of the Local Plan LDS reflects slippage and provides an updated timeline for the production of the Local Plan.

**2 Version 2 of the LDS**

- 2.1 The current LDS has slipped. This is because of two factors.
- 2.2 Firstly, the Broads Authority is required to have an Objectively Assessed Housing Need apportioned to it. This work is being completed as part of the Central Norfolk Strategic Housing Market Assessment which covers the areas of Norwich, South Norfolk, North Norfolk, Broadland and Breckland Councils. The estimated date for the final report is September 2015. Such information needs to be part of the Issues and Options document. By pushing the Issues and Options stage of the Local Plan production back to January/February 2016, there is the ability for the housing need of the Broads to be included and inform the Local Plan, which will make the Plan more robust.
- 2.3 Secondly, the timetable for the production of the revised Broads Plan is now better understood. It is logical to align at least the first consultation stages of the Local Plan and Broads Plan as there will inevitably be some crossover of content. Thereafter the Broads Plan's timetable sees completion in a quicker timeframe than the Local Plan to reflect different statutory requirements for the production of both plans. A January/February 2016 consultation date



allows coordinated consultation of early versions of the Local Plan and Broads Plan. This will allow consultees to see to inter-relationships between the plans as well as offering cost-savings in terms of processes.

- 2.4 The proposed Version 2 of the Broads Local Plan Local Development Scheme is at Appendix A of this report.

### **3 The Potential for Further Slippage**

- 3.1 Whilst the Local Plan's proposed stages are considered to be realistic and attainable, there will always be the risk of slipping from the projected timetable. The stages and timeline will be closely monitored and any likely slippage and the reasons for it will be reported to Planning Committee.

### **4 Financial Implications**

- 4.1 As the Local Plan is produced, there will be financial implications including:
- Evidence base production
  - Production of consultation documents
  - Potentially a cost implication from events held during consultations
  - Examination
  - Final printing of the document
- 4.2 The Authority has an annual Planning Policy budget which will be used to fund the majority of expenditure on the Plan.

### **5 Conclusion and Recommendations**

- 5.1 The preparation of the Local Plan is an important function of the Local Planning Authority and is a statutory process and the LDS sets out how this will be undertaken in a reasonable and timely manner.
- 5.2 It is recommended that Planning Committee adopt version 2 of the Local Development Scheme.

Background papers: None

Author: Natalie Beal  
Date of report: 8 July 2015

Appendices: Appendix A: Version 2 of the Broads Local Plan Local Development Scheme

		Broads Local Plan Local Development Scheme - Version 2																							
SCI	Production Consultation (4 weeks) Refinement and Adoption.	Aug-14	Sep-14	Oct-14	Nov-14																				
		Aug-14	Sep-14	Oct-14	Nov-14																				
		Aug-14	Sep-14	Oct-14	Nov-14	Dec-14	Jan-15	Feb-15	Mar-15	Apr-15	May-15	Jun-15	Jul-15	Aug-15	Sep-15	Oct-15	Nov-15	Dec-15	Jan-16	Feb-16	Mar-16	Apr-16	May-16	Jun-16	Jul-16
		Aug-14	Sep-14	Oct-14	Nov-14	Dec-14	Jan-15	Feb-15	Mar-15	Apr-15	May-15	Jun-15	Jul-15	Aug-15	Sep-15	Oct-15	Nov-15	Dec-15	Jan-16	Feb-16	Mar-16	Apr-16	May-16	Jun-16	Jul-16
Broads Local Plan 2036	Consultation Database - check																								
	Issues and Options Preparation with interim SA																								
	SA Scoping Report Production																								
	SA Scoping Report Consultation (5 weeks)																								
	Initial Internal Thematic Workshops																								
	Initial DTC Workshops																								
	Initial Member Workshop (inc Navigation Committee members)																								
	Evidence Base Production																								
	Tender for HRA for Local Plan and Broads Plan																								
	Circulated internally for comment.																	8th							
	To Head of Planning and Director for comment																	15th							
	To communications team for proof read																	22nd							
	Navigation Committee																	10th							
	Planning Committee																		8th						
	Full Authority																		22nd						
	Initial Parish and Public Workshop/Open Day																								
	Issues and Options Consultation and Call for Sites (8 weeks)																								
	Consultation Analysis																								
	Preferred Options Local Plan Preparation with SA and HRA																								
	Further Internal Thematic Workshops																								
	Further DTC Workshops																								
	Further Member Workshop (inc Navigation Committee members)																								
	Internal Circulation																								
	Navigation Committee, Planning Committee and Full Authority																								
	Further Parish and Public Workshop/Open Day																								
	Preferred Options Consultation (6 weeks)																								
	Consultation Analysis																								
	Publication Local Plan Preparation with SA and HRA																								
	Final Internal Thematic Workshops																								
	Final DTC Workshops																								
	Final Member Workshop (inc Navigation Committee members)																								
	Internal Circulation																								
	Navigation Committee, Planning Committee and Full Authority																								
	Publication (6 weeks)																								
	Submission of Local Plan																								
	Examination of Local Plan																								
	Adoption of Local Plan																								
Broads Plan 2015	Production	Aug-14	Sep-14	Oct-14	Nov-14	Dec-14	Jan-15	Feb-15	Mar-15	Apr-15	May-15	Jun-15	Jul-15	Aug-15	Sep-15	Oct-15	Nov-15	Dec-15	Jan-16	Feb-16	Mar-16	Apr-16	May-16	Jun-16	Jul-16
		Aug-14	Sep-14	Oct-14	Nov-14	Dec-14	Jan-15	Feb-15	Mar-15	Apr-15	May-15	Jun-15	Jul-15	Aug-15	Sep-15	Oct-15	Nov-15	Dec-15	Jan-16	Feb-16	Mar-16	Apr-16	May-16	Jun-16	Jul-16

**Duty to Cooperate Member Forum: Update**  
Report by Planning Policy Officer

<b>Summary:</b>	The most recent Duty to Cooperate Member Forum meeting was held on 9 July 2015. This report discusses the recommendations from that meeting which Planning Committee are asked to endorse.
<b>Recommendation:</b>	It is recommended that Planning Committee endorse the recommendations from the Duty to Cooperate Member Forum.

## **1 Introduction**

### **1.1 Members are aware**

- of the Duty to Cooperate requirements placed on Local Planning Authorities<sup>1</sup>;
- that the Chairman of Planning Committee represents the Broads Authority at the quarterly Duty to Cooperate Member Forum Meetings; and
- that Norfolk Authorities are working together to produce a Norfolk Strategic Framework to address cross boundary issues and plan strategically<sup>2</sup>

### **1.2 The most recent Duty to Cooperate Member Forum meeting was held on 9 July 2015. This report discusses the recommendations from that meeting which Planning Committee are asked to endorse.**

## **2 Duty to Cooperate Member Forum on 9 July 2015**

### **2.1 The official minutes of the meeting are not available yet because the meeting was only held on 9 July. The actions and recommendations are however listed below:**

---

<sup>1</sup> Background to the Duty to Cooperate can be found here: [http://www.broads-authority.gov.uk/\\_data/assets/pdf\\_file/0004/530248/Duty-to-Cooperate-Formal-Cooperation-through-shared-non-statutory-strategic-framework-pc60215.pdf](http://www.broads-authority.gov.uk/_data/assets/pdf_file/0004/530248/Duty-to-Cooperate-Formal-Cooperation-through-shared-non-statutory-strategic-framework-pc60215.pdf)

<sup>2</sup> More information can be found here: [http://www.broads-authority.gov.uk/\\_data/assets/pdf\\_file/0010/553582/Duty-to-Cooperate-Norfolk-Non-Strategic-Shared-Statutory-Framework-and-Duty-to-Cooperate-Member-Group.pdf](http://www.broads-authority.gov.uk/_data/assets/pdf_file/0010/553582/Duty-to-Cooperate-Norfolk-Non-Strategic-Shared-Statutory-Framework-and-Duty-to-Cooperate-Member-Group.pdf)

- a. The Framework is now referred to as Norfolk Strategic Framework.
- b. John Fuller, leader of South Norfolk Council was appointed as the new Chairman of the group for the next year.
- c. The methodology and draft findings of the Strategic Housing Market Assessment for Central Norfolk (in which the Broads Authority is involved) were discussed and a presentation given by the consultants ORS. The Broads Authority's proportion is not known at this time and this is currently being calculated. The presentation emphasised the complex nature of these studies and that the methodology and findings are a common reason for examinations into Local Plans being suspended. The consultants are confident that the emerging report reflects guidance and best practice and also decisions made by Inspectors.
- d. Norwich City Council will host and employ the Project Manager and Assistant who will drive the production of the Norfolk Strategic Framework (18 month fixed term contracts).
- e. The table at Appendix A shows the scope of the Framework. This is not exhaustive but is a guide as to what the Framework will cover.

### **3 Next Steps**

- a) Job adverts for the two roles to drive the production of the Framework will be sent out presently.
- b) Norfolk authorities will be invoiced for their contributions to producing the Framework.
- c) The Task and Finish Groups will convene and start work in line with their scope of works.

### **4 Financial Implications**

- 4.1 The Broads Authority has committed £7,500 in 2015/16 and £5,000 in 2016/17 to the production of the Norfolk Strategic Framework.

### **5 Conclusion and Recommendations**

- 5.1 The Norfolk Strategic Framework will see Norfolk Local Planning Authorities working together, planning strategically and thus meeting the Duty to Cooperate requirement.
- 5.2 It is recommended that Planning Committee endorse the recommendations from the Duty to Cooperate Member Forum.
- 5.3 Work will start in earnest on recruiting to the roles of Project Manager and Assistant. The Task and Finish Groups will convene and start work in line with the scope of work.

Background papers: None

Author: Natalie Beal  
Date of report: 10 July 2015

Appendices: Appendix A – Potential Content of Framework Document

## Appendix A: Potential Content of Framework Document

Topic Area	Framework to address	Evidence needed to support	Preparation process
<b>Spatial Vision</b>	<p>What is the overall spatial vision for Norfolk taking account of cross boundary issues with Waveney and adjoining Counties (Suffolk, Cambridgeshire, Lincolnshire) and the wider region as necessary) and to identify and describe the key drivers and constraints in relation to growth. To include a spatial portrait and overall direction of travel addressing:</p> <p>Quality of life; response to challenge of climate change; key headlines in terms of what is being aimed for in relation to role of settlements and key growth locations. Summary of impacts of broad population, economic, environmental, social trends and implications of known national and local policies to include water quality, landscape, tourism and conservation. To have a longer term vision – will need to look beyond 2036, and will need to ensure that full account is taken of economic, environmental and social aspects of sustainable development.</p>	<p>Mainly drawn from review of local and national policy documents and further evidence sources referred to below plus census and ONS/CLG projections of population and households. Climate change and coastal changes. May be a need to commission some further work to fill any gaps or interpret evidence.</p>	<p>Initially prepared by existing Strategic Planning Officer Group to identify any information gaps and revised as Framework preparation progresses and additional evidence becomes available.</p>
<b>Homes</b>	<p>What is the overall quantity of homes to be provided between 2016 and 2036?</p> <p>What is the proposed distribution of housing growth between LPA administrative Areas?</p>	<p>SHMA – assessment of objectively assessed housing need and demand factors.</p> <p>Housing Growth Strategy.</p>	<p>Five District SHMA nearing completion. Possible reconciliation/consistency checking if others' SHMAs are within area of Framework.</p>

Topic Area	Framework to address	Evidence needed to support	Preparation process
	<p>If there are constraints to growth how could these be addressed?</p> <p>Information on types and tenures including possible shared approaches to meeting affordable needs and other forms of housing. The potential need for gypsy and traveller accommodation would be considered outside of the preparation of the framework in the first instance.</p>	<p>SHMAs and other evidence to be drawn together to derive an agreed Housing Growth Strategy.</p> <p>SHLAAs – Assessment of ‘unconstrained’ housing capacity.</p> <p>Constrained Capacity–Need to consider and address other capacity/constraint considerations not covered in SHLAAs.</p> <p>Review of GTAAs and existing planned provision.</p>	<p>SHLAAs to be completed to a consistent methodology and open to mutual scrutiny and challenge across the entire area covered by the Framework. Work to be undertaken by relevant LPA staff to an agreed timeframe (with consultant support if necessary/appropriate).</p> <p>Consideration of whether further joint work to assess needs of Gypsies and Traveller is required to plan for appropriate provision</p>
<p><b>Jobs Economic Development and Growth</b></p>	<p>Demonstrate understanding of the strengths and weaknesses of the local economy, likely growth areas, patterns of distribution and inter-relationships. Reference to the SEP and investment/economic strategies.</p> <p>Identification of indicative jobs employment growth targets and land supply implications/spatial implications for planning</p>	<p>Employment Growth Study.</p> <p>Further runs of EEFM.</p>	<p>Externally commission via consultancy to a brief produced involving County Council(s) and LEP.</p> <p>County Council to arrange EEFM runs (possibly to inform above study).</p>

Topic Area	Framework to address	Evidence needed to support	Preparation process
	policy.		
<b>Infrastructure</b>	<p>Are there any key infrastructure constraints or opportunities (physical, social and/or environmental) which are likely to impede growth or influence its distribution at a strategic scale?</p> <p>To address transport infrastructure (road, rail and other sustainable modes), green infrastructure, water issues (both supply and disposal), and flooding.</p> <p>Potential to include high level statement in relation to other physical and social infrastructure approach – health, education, broadband etc if significant and cross boundary.</p>	Analysis of current evidence base to identify possible constraints and opportunities, and whether further work is necessary to inform high level strategy.	To be produced by officers working with staff from key agencies such as EA and NE.
<b>Delivery</b>	<p>Is the development market in the area likely to be sufficiently strong to support delivery of the growth needs identified in a sustainable manner?</p> <p>Is any further stimulus necessary to deliver?</p>	High level market forces/viability assessment focussing on issues associated with strategic scale growth proposals as opposed to more dispersed/smaller scale development.	Externally commissioned



**Brundall Neighbourhood Plan**  
**Proposed comments on Pre Submission Neighbourhood Plan**  
Report by Planning Policy Officer

<b>Summary:</b>	The Brundall Neighbourhood Plan is out for consultation. This report details proposed comments to be submitted by the Authority as part of the consultation.
-----------------	--

<b>Recommendation:</b>	That the Planning Committee agrees the proposed comments.
------------------------	---

## **1 Neighbourhood Planning**

- 1.1 Neighbourhood planning was introduced through the Localism Act 2011. Neighbourhood Planning legislation came into effect in April 2012 and gives communities the power to agree a Neighbourhood Development Plan, make a Neighbourhood Development Order and make a Community Right to Build Order.
- 1.2 Brundall Parish Council applied to Broadland District Council and the Broads Authority in December 2013 to designate its Neighbourhood Area for the purpose of producing a Neighbourhood Plan.
- 1.3 The process of producing the Plan has seen the Parish Council undertaking extensive consultation with residents and other stakeholder organisations, as well as the drafting of Plan objectives and policies.
- 1.4 On 20 June 2015 the Broads Authority gave support for the Brundall Neighbourhood Plan to go to pre-submission consultation as it met all the Basic Conditions.
- 1.5 The pre-submission consultation runs until 5pm on 3 August 2015. The consultation documents can be found here: <http://www.broads-authority.gov.uk/planning/planning-policies/neighbourhood-planning/brundall>

## **2 Proposed Comments**

- 2.1 The Broads Authority, along with Broadland District Council, agrees various stages of Neighbourhood Plan production. The Local Planning Authorities are also consultees and are able to comment on the content of the Neighbourhood Plans. The comments as set out in Appendix A are proposed to be submitted as part of this consultation.

- 2.2 It should be noted that the proposed comments have been shared informally with the consultants who represent and are undertaking the work on behalf of Brundall Parish Council.

### **3 Financial Implications**

- 3.1 Occasional Officer time in supporting the process (as required by regulations).
- 3.2 There will be no cost to the Broads Authority for the referendum at the end of the process as Broadland District Council have agreed to take on this task and cost.

### **4 Conclusion and Recommendation**

- 4.1 It is recommended that the comments as set out at Appendix A are submitted to the Brundall Neighbourhood Plan Pre Submission consultation.

Background papers: None

Author: Natalie Beal  
Date of report: 8 July 2015

Appendices: APPENDIX A – Proposed Broads Authority comments  
APPENDIX B – Timetable for The Remaining Stages of the  
Brundall Neighbourhood Plan.

## Appendix A – Proposed Comments from the Broads Authority

### Maps

**Issue:** How the Broads Authority area is referenced on maps.

**Requested amendment:** In all maps that show the Broads, the legend needs to be changed to say 'Broads Authority Executive Area'.

**Why?** This is a more accurate term.

### General

**Issue:** Lack of page and paragraph numbers.

**Requested amendment:** Page numbers and paragraph numbers added to the document.

**Why?** To enable Planning Officers to reference the relevant parts of the Neighbourhood Plan when determining planning applications.

**Issue:** throughout the document, the term 'support' is used. Is this without qualification? Will certain developments be supported no matter what the cost? Or would they be supported in principle subject to satisfying other considerations, such as LPA policies?

**Requested amendment:** clarification is sought regarding what 'support' actually means in light of the issue above and if appropriate, a better phraseology is used.

**Why?** For clarification when applying policies in determining planning applications.

### Policy 3

**Issue:** The term 'historic' implies heritage assets. Are views obscured by listed buildings and the like or by existing built development?

**Requested amendment:** If the latter, suggest replace 'historic' with 'existing built development' to clarify.

**Why?** A minor point, but as written implies heritage is affecting views.

### Policy 7

**Issue:** seeking to protect the boat building companies by the river

**Requested amendment:** Support approach in principle, but policy as worded is inflexible and does not recognise constraints on sites. Strongly recommend that this stance is discussed with Broadland Council Economic Development Team.

**Why?** We understand that some marine related companies are considering relocation to improve links to the road network and enable expansion. The policy should be alive to the constraints of the existing sites (particularly for larger operators) and consider what alternative uses might be appropriate. Alternatively it could reinforce the site as being suitable only for marine-related companies and support the diversification to smaller operators

**Issue:** Reference to DP2 in policy.

**Requested amendment:** Replace 'DP2' with 'DP29'

**Why?** Broads Authority Development Management DPD policy DP2 is about landscape and trees. It seems you mean DP29 regarding flooding.

**Issue:** The SA identifies that there will be issues relating to climate change and air quality, but , there seems to be no mitigating action in the policy itself. The supporting text may refer to travel plans, but there is no reference in the policy or specific text that relates to Norfolk County Council's Travel Plan criteria for example to emphasise how this issue will be mitigated.

**Requested amendment:** that the issue of the impact of this policy on climate change and air quality be mitigated. This could be specific mitigation in the policy or could be a cross reference to existing County policies on Travel Plans, although the threshold at which the County requirement is set could be higher than what could come forward as a result of this development.

**Why?** The SA identifies the policy negatively affecting climate change and air quality, but there seems to be no mitigation in the policy.

**Issue:** the policy now does not refer to flood risk (whereas it did in the last version) so it is not clear how the policy rates as positive in the SA and will 'result in improvements to flood risk management'. Reference to the BA's flood risk policy may be in the supporting text, but this is not policy.

**Requested amendment:** the SA could be amended to reflect flood risk not being addressed in the policy or the policy text amended to reflect the issue of flood risk.

**Why?** Whilst the BA flood risk policy and NPPF will apply to development in this area anyway, as flooding is a key issue in this area it is worthy of mention in the policy.

**Issue:** we mentioned as part of our representations to the last consultation that the policy should consider adopted Broads Authority Sites Specifics Local Plan policies BRU1 to BRU5 inclusive. It seems that in particular BRU2 is of importance and relevant. BRU2 in turn refers to DP18 and DP20 of the Development Management DPD. Is there an element of repetition?

**Requested amendment:** That the aspiration of the policy be assessed against the already adopted policies of the Broads planning documents (and NPPF as DP20 and DP18 rate as amber against the NPPF). Subsequently, if the policy adds to the already adopted policy, it could remain but reference to the policies quoted previously could be of use.

**Why?** It is unclear if this adds to or repeats existing policy.

**Issue:** the policy says it is supportive of boat building only and doesn't explicitly recognise the related marine industries

**Requested amendment:** That the aspiration of the policy be reviewed – is it the intention that it only covers boat building or would wider marine activities also serve the purpose of supporting the economic specialisms? **Why?** The area is home to other industries like boat maintenance, mooring, support services which are important to the area and are not mentioned in the policy.

**Issue:** the policy refers to redevelopment of areas of boat building activity only.

**Requested amendment:** That the aspiration of the policy be reviewed – is it the intention that it only covers boat building or would wider marine activities also serve the purpose of supporting the economic specialisms? **Why?** Other land uses in the area that could be subject to redevelopment are the marina and moorings.

**Issue:** policy refers to 'significant loss of employment' but this is not explained.

**Requested amendment:** That the aspiration of the policy be assessed and the supporting text indicates how this can be measured.

**Why?** It is not clear how 'significant loss of employment' can be measured.

**Issue:** The constraints of the road access aren't recognised.

**Requested amendment:** This constraint is recognised in the policy.

**Why?** The Broads Authority is aware of the constraints such as the level crossing and refer to this issue in BRU2 of the Broads Sites Specifics Local Plan.

**Issue:** Use of phrase 'should be avoided'. In what circumstances would loss be permitted – unviable businesses, diversification, etc.?

**Requested amendment:** That the aspiration of the policy be assessed as to what change is acceptable in the area, in line with adopted policies of the Broads Authority.

**Why?** It is not clear what change is acceptable in the area.

**Issue:** The area covered is not shown on a plan.

**Requested amendment:** show the area the policy refers to in better detail on a map.

**Why?** To aid Development Management Officers in determining planning applications.

## Policy 8

**Issue:** It is not clear what the policy intends in relation to food and drink.

**Requested amendment:** That the aspirations of the policy are assessed and the existing services in the area considered.

**Why?** There is already a public house in the area which is the subject of the Broads Authority Sites Specifics Local Plan policy XNS6.

**Issue:** How does policy 8 fit with these adopted Broads Authority policies? We mentioned last time that the policy should consider adopted policies BRU1 to BRU5 inclusive (Sites Specifics Local Plan).

**Requested amendment:** Consider the adopted Broads Authority policies in relation to the aspirations of policy 8. Could there be cross reference for example?

**Why?** BRU5 seeks to protect the land to the east of the Yare Pub from development and BRU4 refers to areas suitable for development as well.

**Issue:** Reference to DP2 in policy.

**Requested amendment:** Replace 'DP2' with 'DP29'

**Why?** Broads Authority Development Management DPD policy DP2 is about landscape and trees. It seems you mean DP29 regarding flooding.

**Issue:** The sentence that starts 'It is possible that...' How can independent proposals be brought together?

**Requested amendment:** That the aspirations of the policy are assessed and the realistic ability for coordination of independent proposals be considered.

**Why?** How would the first planning application be determined against this policy if it represented an independent, isolated use? If approved, would a second proposal be unacceptable if it didn't link to the first?

#### SA

- See some comments above re SA.
- Pg 28, ENV7 – still says historic – do you mean existing?

#### Implementation Plan

- When the tables say 'could include CIL receipts' does that mean the 25% top slice of CIL once the NP is adopted?
- Policies 5, 6, 8 – will suitable land for these policies be identified?

## Appendix B – Timetable for The Remaining Stages of the Brundall Neighbourhood Plan.

<b>Publication of Neighbourhood Development Plan</b>	<b>6 week minimum</b>	<b>01/06/2015</b>	<b>14/08/2015</b>
Develop webpage	BDC	01/06/2015	22/06/2015
Develop Objective event	BDC	01/06/2015	22/06/2015
Produce list of notification bodies	BDC	01/06/2015	22/06/2015
Produce notification letters	BDC	15/06/2015	22/06/2015
Produce public notice	BDC	15/06/2015	22/06/2015
Produce and submit press release	BDC	15/06/2015	22/06/2015
Print documents for library and BDC reception	BDC	19/06/2015	25/06/2015
Send notification letters/emails	BDC	25/06/2015	25/06/2015
Deliver documents to library and reception	BDC	26/06/2015	26/06/2015
Webpage and Objective go live	BDC	26/06/2015	26/06/2015
<b>Publication period</b>	<b>BDC</b>	<b>29/06/2015</b>	<b>10/08/2015</b>
Collation of consultation responses	BDC	29/06/2015	14/08/2015
<b>Appointment of Examiner</b>		<b>29/06/2015</b>	<b>31/07/2015</b>
Submit application to NPIERS	BDC	29/06/2015	29/06/2015
Referral of three examiners to BDC	NPIERS	06/07/2015	24/07/2015
<b>Selection and appointment of examiner</b>	<b>BPC/BDC/BA</b>	<b>27/07/2015</b>	<b>31/07/2015</b>
<b>Submit plan for examination</b>		<b>10/08/2015</b>	<b>17/08/2015</b>
Submission of documents and consultation responses to examiner	BDC	10/08/2015	17/08/2015
<b>Examination</b>		<b>17/08/2015</b>	<b>31/08/2015</b>
Written examination undertaken	Examiner	17/08/2015	31/08/2015
<b>Examiner's report submitted to BDC</b>	Examiner	<b>24/08/2015</b>	<b>31/08/2015</b>
<b>Council consideration of the Examiner's recommendations</b>		<b>31/08/2015</b>	<b>06/10/2015</b>
Report produced for members	BDC	31/08/2015	10/09/2015
Report on orange route	BDC	10/09/2015	17/09/2015
Report submitted to Democratic Services	BDC	17/09/2015	17/09/2015
<b>Broads Authority - Planning Committee Assessment of report</b>	<b>BA</b>	<b>11/09/2015</b>	<b>11/09/2015</b>
<b>BDC Cabinet assessment of report</b>	<b>BDC</b>	<b>06/10/2015</b>	<b>06/10/2015</b>
<b>Publication of Examiner's Report and Decision Statement</b>		<b>07/10/2015</b>	<b>12/10/2015</b>
Production of decision statement	BDC	07/10/2015	09/10/2015
<b>Publication of examiner's report and decision statement on BDC &amp; BA websites</b>	<b>BDC/BA</b>	<b>12/10/2015</b>	<b>12/10/2015</b>
Notification letter sent to consultees	BDC	09/10/2015	12/10/2015
Publication of examiner's report and decision statement on Brundall website	BPC	09/10/2015	12/10/2015
<b>Publication of pre-referendum information statement and specified documents</b>		<b>31/08/2015</b>	<b>19/11/2015</b>
Production of information statement and specified documents	BDC	31/08/2015	12/10/2015
<b>Publish statement and documents on BDC &amp; BA websites</b>	<b>BDC/BA</b>	<b>12/10/2015</b>	<b>19/11/2015</b>
Make statement and documents available at BDC reception and at Brundall sites	BDC	12/10/2015	19/11/2015
<b>Referendum</b>		<b>19/11/2015</b>	<b>17/12/2015</b>
<b>Referendum held</b>	<b>BDC</b>	<b>19/11/2015</b>	<b>19/11/2015</b>
<b>Adoption</b>			
<b>Broads Authority - full authority adoption of Neighbourhood Plan</b>	<b>BA</b>	<b>22/11/2015</b>	<b>22/11/2015</b>
Report submitted to Democratic Services	BDC	30/11/2015	30/11/2015
<b>BDC Council adoption of Neighbourhood Plan</b>	<b>BDC</b>	<b>17/12/2015</b>	<b>17/12/2015</b>

**Oulton Broad Conservation Area Re-appraisal**  
Report by Historic Environment Manager

**Summary:** Members will be aware that the Authority has a responsibility to review its current Conservation Areas and from time to time consider the designation of new ones. This includes the publication of Appraisals and Management Proposals.

The purpose of this report is to provide members with feedback regarding the Oulton Broad Conservation Area consultation prior to a decision on adoption of a new appraisal.

**Recommendation:**

That members

- (i) consider the Consultation feedback for the Oulton Broad Conservation Area draft re-appraisal; and
- (ii) subject to member comments, adopt the Oulton Broad Conservation Area re-appraisal and management plan.

**1 Introduction**

- 1.1 Members have previously agreed to assessment work being carried out on the phased re-appraisal of existing areas, taking into account the duty of the Authority to identify and maintain up to date appraisals of existing Conservation Areas and, as appropriate, designate new areas.
- 1.2 Members will be aware that an informal agreement has been reached with the Districts' Conservation Officers whereby areas that fell mainly within the Broads Authority area would have the appraisal work carried out by the Broads Authority and areas that fell mainly outside the Broads Authority area would have the appraisal work carried out by the relevant district.
- 1.3 The Oulton Broad Conservation Area is partly within the Broads Authority Executive Area and partly within Waveney District Council. The boundary falls mainly within the Broads Authority Executive Area therefore the appraisal work and the consultation exercise has been carried out and funded by Broads Authority. Details of the consultation and feedback received as a result of it are outlined below.

- 1.4 Broads Authority Officers have considered, in the preparation of the re-appraisal and management plan, if boundary changes are required and concluded that, in this instance, amendments to the Conservation Area boundary to include the North East fringe of the Broad and Nicholas Everitt Park to the South are appropriate. Waveney District Council Conservation Team have also been involved in and provided comments and input on the appraisal.
- 1.5 The Oulton Broad Conservation Area consultation draft was discussed at the Broads Authority Planning Committee on 25 April 2014. At this meeting Members agreed the draft appraisal and to carry out a consultation exercise. Members of the Authority's Heritage Asset Review group have also considered the draft re-appraisal.
- 1.6 A copy of the Oulton Broad Conservation Area re- appraisal, management plan and boundary is appended (Appendix 1).

## **2 Oulton Broad Conservation Area Consultation Feedback**

- 2.1 All residents within the Conservation Area boundary were contacted In September 2014 regarding the re-appraisal by letter, as were Local Ward Members and other key stakeholders. All were sent a leaflet setting out the process and implications of the re-appraisal along with a copy of the draft document. All were given the opportunity to comment on the proposals. The consultation process was undertaken in line with the Broads Authority's Statement of Community Involvement. The consultation process was approved by the Authority's Heritage Asset Review Group
- 2.2 An open Morning was also held at the Mission Hall on 18 October 2014 from 10am – 1pm with officers of the Broads Authority in attendance to answer any questions.
- 2.3 Following the initial six week consultation period, officers collated the feedback and responses to it. This is summarised below.
- 2.4 The level of feedback received was reasonably high. The majority of responses being received from those properties were within the area of the proposed boundary change. In total 22 responses were received. Generally responses were positive and supported the re-appraisal and management proposals for the area. Some other responses received were negative and raised concerns over the inclusion in a Conservation Area. Specific issues regarding parking and access in the Bridge road area were raised. Responses also suggested minor amendments and corrections to the text.
- 2.5 In total 22 responses were received 9 written and 13 verbal. 10 responses supported the re-appraisal and 4 objected. 8 were neutral. 11 responses supported the boundary extension and 4 objected to it 7 were neutral. In addition to the Public response, 2 responses were received from statutory consultees - Historic England and Waveney District Council. Both these responses supported both the re-appraisal and the extension to the boundary.



- 2.6 The attendance at the open morning was also reasonably high with 27 attending.
- 2.7 As a result of the initial process and concerns raised by the Oulton Broad community enterprise group representing residents along Bridge Road, specifically regarding parking, traffic management, but also other issues. Officers met with representatives of the group on site.
- 2.8 As a result of the feedback received generally and site meeting, amendments were made to the text of the re-appraisal and management plan where appropriate. A subsequent re-consultation within the area proposed to be included within the Conservation Area was held during February 2015.
- 2.9 Additional feedback has now been received in the form of a single joint response from the residents who are generally supportive of the extension to the boundary subject to some further minor amendments to the appraisal text.
- 2.10 Details of the feedback received from both consultations is summarised in Appendix 3 of this report.

### **3 Assessment and Implications of Adoption**

- 3.1 The Oulton Broad Conservation Area is one of the 25 Conservation Areas either wholly or partly within the Broads Authority executive area. The Conservation Areas are designated heritage assets.
- 3.2 The Authority has a duty to periodically review Conservation Areas and provide up to date appraisal and management plans for them. The Oulton Broad Conservation Area currently has no up to date appraisal or management plan. The provision of an appraisal and management plan assists local residents in the preparation of appropriate development proposals within the Area and the Local Planning Authority in the determination of these applications.
- 3.3 The Oulton Broad Conservation Area boundary is proposed to be altered as a result of the re-appraisal. There will therefore be additional financial implications for its administration by the Broads Authority regarding the consideration of development management proposals or works to trees applications. There may be limited financial implications for the Broads Authority for any future re-appraisal work. Although it should be noted that a significant amount of built development within the proposed extension falls under Waveney District Council.
- 3.4 As regards implications for residents and landowners within the Conservation Area, the re-appraisal represents varying degrees of additional constraint.
- 3.5 Within the Broads Authority part of the area the additional constraints in the main already apply. Outside of the Broads Authority Area additional restrictions on permitted development rights for householders will result from

inclusion within the boundary. These restrictions were summarised and circulated as part of the consultation process. There may therefore be a minor financial implication for residents in the preparation of applications for planning permission that would otherwise be permitted development.

- 3.6 The re-appraisal provides a written interpretation of the characteristics of the Conservation Area and identifies key features, issues and opportunities for enhancement. It is considered that the document will assist residents and landowners in the preparation and development of proposals within the Conservation Area.
- 3.7 It is further considered that the minor financial implication to the Broads Authority of potential future re-appraisal work is outweighed by the statutory duty placed on the Authority to publish up to date appraisals of Conservation Areas.
- 3.8 Although not unanimous the majority of feedback received as a result of the consultation process has been positive.
- 3.9 Waveney District Council are responsible for the formal adoption of that part of the Conservation Area which falls within their area and a report will be taken to their members in due course.

#### **4 Conclusions**

- 4.1 The Authority has a statutory duty to consider areas which are worthy of designation as Conservation Areas, to designate these areas as Conservation areas and to publish up to date appraisals and management plans.
- 4.2 It is considered that the area identified by the boundary map including the extension and described in the appraisal and management plan of Oulton Broad is worthy of Conservation Area designation following a detailed assessment, public and stakeholder consultation. Therefore, it is recommended that the appraisal and management plan for the Oulton Broad Conservation Area, for that part of the Area within the Broads Authority executive area, is formally adopted by the Broads Authority.

Background papers: None

Author: Ben Hogg  
Date of report: 16 June 2015

Appendices: APPENDIX 1 – Oulton Broad Conservation Area Re-Appraisal Management Plan  
APPENDIX 2 – Map showing Boundary  
APPENDIX 3 – Summary of Consultation responses

## ***Oulton Broad Conservation Area Appraisal***

### ***Introduction***

#### *Why have Conservation Areas?*

A review of policies relating to the historic environment carried out by English Heritage on behalf of the Secretary of States for Culture Media and Sport and the Environment Transport and the Regions was published in December 2000 under the heading 'Power of Place'.

The Report which reflected views now held generally by the population at large, confirmed 5 main messages

- i Most people place a high value on the historic environment and think it right there should be public funding to preserve it.
- ii Because people care about their environment they want to be involved in decisions affecting it.
- iii The historic environment is seen by most people as a totality. They care about the whole of their environment.
- iv Everyone has a part to play caring for the historic environment. More will be achieved if we work together.
- v Everything rests in sound knowledge and understanding and takes account of the values people place on their surroundings.

In summary we must balance the need to care for the historic environment with the need for change. We need to understand the character of places and the significance people ascribe to them.

The concept of conservation areas was first introduced in the Civic Amenities Act 1967, in which local planning authorities were encouraged to determine which parts of their area could be defined as "Areas of Special Architectural or Historic Interest, the character or appearance of which it is desirable to preserve or enhance".

The importance of the 1967 Act was for the first time recognition was given to the architectural or historic interest, not only of individual buildings but also to groups of buildings: the relationship of one building to another and the quality and the character of the spaces between them.

The duty of local planning authorities to designate conservation areas was embodied in the Town and Country Planning Act 1971, Section 277. Since then further legislation has sought to strengthen and protect these areas by reinforcing already established measures of planning control in the Planning (Listed Buildings and Conservation Areas) Act 1990, and now reflected in the National Planning Policy Framework (NPPF).

Unlike listed buildings, which are selected on national standards, the designation of Conservation Areas in the main is carried out at District level based upon criteria of local distinctiveness and the historic interest of an area as a whole. However, in the past, the criteria adopted by different local authorities in determining what constitutes a special area have tended to vary widely. For example, although public opinion seems to be overwhelmingly in favour of conserving and enhancing the familiar and cherished local scene, what is familiar to many, may only be cherished by some.

Over the last 30 years this approach has changed significantly. Much greater emphasis is now placed on involving the local community in evaluating 'what makes an area special', whether it should be designated and where boundaries should be drawn.

It is now recognised that the historical combination of local architectural style and the use of indigenous materials within the wider local landscape creates what has been termed 'local distinctiveness'. Distinctiveness varies within the relatively restricted confines of individual counties, which in turn are distinct in terms of the country as a whole.

Conservation Area designation for settlements and wider areas which embody this local distinctiveness may afford them protection against development which bears no relation to the locality either in terms of the buildings within it or landscape surrounding it.

The historical development of such settlements and their surrounding landscape are the 'journals' through which the social and economic development of the locality can be traced. The pattern of agricultural and industrial progress of settlements (their social history) is by definition expressed in the architecture and landscape of any area.

It is not intended (nor would it be desirable) to use Conservation Area designation as a way of preventing or restricting development, the expansion of a settlement or preventing contemporary innovative design. Logically in the future new development should add to, rather than detract from the character of an area and will in turn help to chart historical development. However, all development should seek to preserve and/or enhance the character and appearance of the area.

### ***Aims and objectives***

The conservation area at Oulton Broad was originally designated in 1990. This appraisal examines the historic settlement and special character of Oulton Broad, reviews the boundaries of the conservation area and suggests areas for change.

If adopted, the appraisal will provide a sound basis for development management and encourage development initiatives which endeavour to improve and protect the conservation area as well as stimulating local interest and awareness of both problems and opportunities.

### ***Planning policy context***

Although all the land and buildings in the existing conservation area are within the Broads Authority area, the document suggests extending the boundaries which would include a small area within Waveney District Council area to on the east side of Bridge Road as indicated on the map. The Broads Authority is responsible for all Planning related matters in the majority of the area, and Waveney District for the east side of Bridge Road.

There are a range of policies which affect Conservation Areas both within the Broads Authority and Waveney District Council areas, originating from both national and local sources. The latest national documents in respect of historic buildings and conservation areas are The Government's Statement on the Historic Environment for England 2010. The National Planning Policy Framework published in March 2012, and Planning Practice Guidance for the NPPF 2014, published by the Department for Communities and Local Government. The Broads Authority and Waveney District Council consider the various provisions contained in them in plan making and decision making.

Locally, in line with government policy, the Broads Authority is currently reviewing and revising local policies which will be published in the Local Plan (formerly the Local Development Framework (LDF)). The Broads Authority has an adopted Core Strategy (2007) and Development Management Policies DPD (2011) and is progressing its Sites Specifics DPD. The Broads Authority has some saved Local Plan (2003 and 1997 respectively) Policies in place.

To support these policies, the Broads Authority provides further advice in a series of leaflets, which are currently being reviewed and expanded as part of the Local Plan process. A list of those currently available is attached in Appendix 5.

Waveney District Council is currently considering a review of the Local Plan. Waveney District Council has an adopted Core Strategy (2009) and Development Management Policies DPD (2011). The eastern side of Bridge Road forms part of the Oulton Broad District Shopping Centre and is covered specifically by Policy DM13. Other policies that protect the built and historic environment include Policy DM02, Design Principles and Policy DM30, Protecting and Enhancing the Historic Environment. Waveney District Council has a Supplementary Planning Document – Guidance for Historic Buildings and Conservation Areas (April 2012).

### ***Preamble***

The existing conservation area is based on the larger scale residential development in the western area of the north bank. Having re-examined the area it is proposed to extend the conservation area

boundary to include Mutford Lock at the eastern end of the Broad, Nicholas Everitt Park and part of Bridge Road to the south with the remaining area of Broad itself bounded by these areas. The reasons for this are set out in the remainder of the document. The following sections cover the whole of the proposed area and the spatial analysis divided into three character areas:

- the residential area north of the Broad - already in the conservation area
- the Wherry Hotel, Mutford Lock to the east of the Broad and the small area of former industrial land on the north-east bank
- Nicholas Everitt Park and part of Bridge Road south of the Broad

### ***Summary of Special Interest***

Located in a low lying flood plain in the Waveney Valley, Oulton Broad is the most southern area of open water in the network of man-made bodies of water known as the Broads. The northern and eastern shores of the Broad are built up, while the west and south-west are quiet and natural. Substantial tree planting to the north and south provide backdrops to the development around the Broad. Oulton Broad is a busy tourist and sporting centre, the Broad itself used for an array of water sports and as a base for boat hire. The variety of leisure, domestic and commercial uses and activities around the Broad, have produced differing forms of development, from urban to rural, giving the area a diverse and vibrant environment.

### ***Location and context***

Located two miles (3 km) west of the centre of Lowestoft, the settlement of Oulton Broad includes both the large area of open water and the settlement around the Broad, which is now effectively a suburb of Lowestoft. The Broad is an expanse of water and marsh linked by a lock to the east to Lake Lothing which passes through the centre of Lowestoft and onto the North Sea. It is linked to the River Waveney by Oulton Dyke to the west. Due to the low lying nature of the land around the Broad, access by road is only from the east.

### ***General settlement character and plan form***

The area around Oulton Broad contains diverse elements – a large, busy broad, bordered by nature reserves (outside the conservation area) and significant built development with intensity of use.

Oulton Broad is one of the few broads flanked by residential areas. The existing conservation area on the northern perimeter of the Broad, is mainly residential with substantial houses set in linear plots at right angles to the Broad running down to the water's edge, roads generally following the line of the banks of the Broad. To the north and east of the existing conservation area, the pattern of development changes to flats and smaller houses on former industrial or boatyard land. The former industrial history of the area is evident in maltings buildings, now converted to residential use, and vacant plots of former boatyards and other water-based uses. Behind the railway line to the north, the suburban development fringe of Lowestoft is largely hidden by substantial mature tree planting at a higher level. To the east of the Broad, commercial development is more apparent, with The Wherry Hotel being the dominant element, and Mutford Lock giving access to Lake Lothing, the busy conurbation of Lowestoft and the sea beyond.

The uses of the Broad itself are more varied and intense than in much of the Broads Area with power boat racing permitted on the historic course at scheduled times in the summer. On the south-eastern corner of the Broad, Nicholas Everitt Park provides a range of leisure and amenity uses with an open aspect bordering the water, framed by mixed tree planting. To the south-east of the park a short stretch of Bridge Road is of small scale development with a mixture of residential and commercial uses. The busy A1117 road on the eastern edge of the proposed conservation area contributes traffic noise and constant movement as it passes close to the Broad making it one of the few broads that can be seen by passing motorists. In contrast beyond the settlement fringe, the marshes to the north-west and south-west are calm and tranquil.

### ***Landscape setting***

Oulton Broad situated in the low-lying Waveney Valley floodplain, contains some of lowest lying land in the Waveney Valley, the topographical data indicating that it is between –1m and -2m OD in places.

Outside the conservation area to the south and west of the Broad, marshland in arable, grazing and amenity use provides some breathing space around the expanding urban areas of Lowestoft to the north, east and south. Substantial tree planting to the north and south of the conservation area provides backdrops to the development around the Broad. Long views into and out of the conservation area are most apparent from the water, those from land restricted by the low-lying nature of the landscape, although the proximity of the main road (A1117) to the Broad allows good views of the open expanse of water of the Broad.

#### *Geological background.*

Chalk beds underlie the whole of East Anglia and although most of the Suffolk landscape is dominated by Chalk, it is not at an accessible depth near Oulton Broad, being approximately 120 metres below the surface. As the Chalk was subjected to smoothing glacial action, it provides a much more subdued topography than in other areas of Britain.

The Chalk deposits were subsequently overlain in Pleistocene times by a series of sand, muds and gravels, and these shelly sand deposits are known as 'Norwich Craggs'. They bore the first brunt of the Ice Age as large glaciers moved into East Anglia from the north; the action of the ice moving over the loose deposits contorted the underlying material into complex thrust-type folds, known as 'contorted drift' and locally these outcrop along the coast at Covehithe, south of Lowestoft.

The alluvium of the Broads overlies the Drift. The deposits which make up the Drift include the terraced gravels laid down by ancient rivers and beneath that, the beds of boulder clay and sands were bulldozed and dumped here by melting glaciers during the Ice Age.

Apart from the shingle beaches and blown sands along the coast, the Broads are the youngest geological formations in the area. They comprise of shallow basins of alluvium sediment deposited by flowing water, especially soil formed in river valleys and deltas from material washed down by the river which were formed within the last 8 – 10,000 years. Alluvium is the commonest material found around Oulton Broad, although some small pockets of peat remain to the north of the conservation area.

#### **Historic development**

##### *Archaeology*

The discovery of flint tools in the cliffs at Pakefield in south Lowestoft in 2005, tracing the human habitation of the Lowestoft area back 700,000 years establishes the Lowestoft area as one of the earliest known sites for human habitation in Britain. No such early evidence of human activity has been established in the conservation area at Oulton Broad area probably due to changes in sea levels and the extraction of peat between the twelfth and fourteenth centuries. The Archaeological Service at Suffolk County Council records known archaeological sites, finds, monuments, buildings and historic landscape in the county, in the Suffolk Historic Environment Record (SHER). The SHER can be accessed through The Heritage Gateway website at [www.heritagegateway.org.uk](http://www.heritagegateway.org.uk). Although the SHER contains three records for the parish of Oulton, only one is in the conservation area, that for Oulton Broad which is recorded as "probably a remnant of a medieval turbary" – the ancient right to cut peat in a particular area. In addition there are three buildings in the conservation area included in the national list of Buildings of Special Architectural and Historic Interest. (Appendix 1)

##### *Early development*

Before about 7000BC Britain was attached to mainland Europe and one of the last land bridges was East Anglia, the area around the valley of Oulton Broad being covered with large forests. The area between Oulton Broad and Gorleston became an island as the temperature rose after the last Ice Age with the southern and western edges being a shallow river, the now River Waveney. The river reached the sea at Lowestoft via Oulton Broad and Lake Lothing and also at Burgh Castle.

As the climate became cooler in the 13<sup>th</sup> century and the ice caps grew, the water fell to its present level exposing the lakebed. This change in climate led to an increased demand for fuel for heating

and the peat laid down on the lakebed from the prehistoric forest was dug up. By the end of the 14<sup>th</sup> century, the peat was exhausted and the shallow pit filled with water creating Oulton Broad.

The exact origin of the name of Oulton is not known. Early records indicate a Saxon Manor, called Dunestuna or Dunston, which is believed to have been located somewhere within the area occupied by the present day parish. The name Dunestuna is from the Anglo Saxon (Old English) words - 'dun' (a hill) and 'tun or ton' (a house/settlement/enclosure). Oulton appears on a map dated 1575 as 'Olton' and as 'Oldton' on a map of Norfolk of a similar date. However, as Oulton, or any variant, does not appear in the Domesday Survey, it is thought that the area occupied by the present settlement was at one time more associated with the nearby parish of Flixton. A manor named Houghton (in some documents spelt 'Houton') existed in the locality between the 13<sup>th</sup> and 15<sup>th</sup> centuries. Houghton means 'high' or 'hill' farm/enclosure/settlement, and thus it is thought that the name Oulton may have derived from Houghton. The interpretation of the village in Norfolk named Houghton is thought to be from the Anglo Saxon 'hoh' meaning a hill farm and 'tun', a house or settlement. In both cases, Dunston and Houghton mean roughly the same thing – a house or farm set upon a hill.

The word Broad is derived from the Anglo Saxon *Braedon* (to spread out or broaden) and is the word commonly used in Norfolk and Suffolk to describe the parts of rivers which have expanded to great width and locally formed small lakes.

Oulton Broad was in the Mutford and Lothingland Hundred of Suffolk, which is a term dating from the 10th century for an area of land in a shire containing approximately 100 families, or 10 tithings. The Hundreds remained the accepted units of administration and taxation until 1834.

#### *The formation of the Norfolk and Suffolk Broads*

Originally believed to have been the result of natural processes, it was not until the 1950s that Dr J M Lambert presented research to bear out the theory that the Norfolk and Suffolk Broads were a man-made phenomenon. Her research showed that the sides of the deep lakes were vertical and not gently sloping as would be found in a naturally formed lake, and this coupled with historical evidence of a peat demand, supported her theory.

In the twelfth century, the population of this part of East Anglia was growing rapidly and the area was documented to be the most densely populated in Britain. Many of the woodland areas had been cleared for fuel and peat proved a suitable fuel alternative. The ancient right to cut peat (or turf) from a particular area is known as 'turbary' and this right was particularly important where firewood was scarce. The extraction of peat was a prosperous industry, with the majority of it being sold to individual families and manors to provide fuel for cooking and domestic heating, and also for commercial purposes such as evaporating brine to produce salt. Account-rolls for Flixton-by-Lowestoft (1355/7), from which Oulton was formed, show 31% of the manorial income at Flixton was derived from 'turbary', and much of the peat from what was to become the broad at Oulton was taken to the Abbey at St Benets. Peat digging continued throughout this area until the fourteenth century, when the massive holes that had gradually been created filled with water as the sea levels rose, forming what we now know of as the Broads. Over 200 km of navigable Broads and rivers were created by peat digging and these provided essential channels of communication and commerce throughout the sixteenth century. At this time, Norwich was the second largest city in England after London and its trade-able goods of wool, weaving and agricultural produce were exported all over the world from Great Yarmouth and other smaller ports on the east coast.

#### *Mutford Crossing (Not in current Conservation Area)*

The river crossing at Oulton Broad dates from at least the Roman occupation of the area, as it was on the major route south between the Roman fort at Burgh Castle (then on the sea shore) and Colchester. It is thought that the name Mutford, which shares the name with a nearby village, may mean 'ford near the meeting of streams' from the Anglo Saxon 'mutha' meaning the mouth of a river.

The first Mutford Bridge, shown on a map by Saxton in 1576, was built by Katherin Mayde in 1554 but was swept away several times. In 1660 when a new breakwater was built at Lowestoft to prevent Lake Lothing from flooding with salt water, a 'Commission of Sewers' was set up to decide whether to repair or rebuild Mutford Bridge and £10 allocated for its rebuilding. Sir Cornelius Vermuyden, a

Dutch engineer who had worked on the drainage of the Fens, was appointed to design and build the bridge, which was the only way into Lowestoft from the south for wheeled vehicles. This was replaced in 1760 with the first brick structure which allowed small trading and fishing boats, with masts lowered, to pass under it. When this was washed away by a tidal flood in 1791, a new bridge was constructed which lasted until 1827.

In 1827, the 'Company of Proprietors of the Lowestoft Navigation' was incorporated by Act of Parliament with powers to make and maintain a navigable waterway between Lowestoft and Norwich, thus avoiding high toll costs at Great Yarmouth, which was then the only navigable entry to Norwich, an important inland port. William Cubitt was engaged to survey the route, make recommendations and manage the work. He proposed a channel to the sea at Lowestoft and a lock at Mutford Bridge to divide Lake Lothing into two, together with the enlargement of the then inadequate Oulton Dyke which connects to the River Waveney. At this time, there being no harbour at Lowestoft, boats and ships were launched off the north beach. Opening up Lake Lothing to the sea and providing a lock at Mutford meant that the tide from Lowestoft would oppose the tide from Yarmouth which came to Oulton Broad through Oulton Dyke and the Rivers Yare and Waveney. The solution was an unusual design of lock with double gates at each end to resist the tide in each direction and because of this, Oulton Broad is fresh water (hence once known as Freshwater) and Lake Lothing is salt (Saltside). Despite several facelifts, the current lock is essentially as it was built by Cubitt. It was 23 feet wide and over 60 feet long between the gates accommodating vessels of up to 150 tons. Although there were many other works planned between the coast and Norwich, the improvements only got as far as the New Cut at Haddiscoe, as the arrival of the railways proved faster and cheaper than water transport. Fish landed at Lowestoft could be on sale in London the same day, whereas a wherry could take a week to reach the capital.

Because taller vessels were to use the lock, it was necessary to have a bridge that could move out of their way. The first moving bridge was a retracting type, which was replaced in 1894 by the first swing bridge, a single-track wooden structure. Both of these bridges crossed over the lock, setting the line for the road. This line is now used for the pedestrian lifting bridge, installed in 1992.

As the single track bridge of 1894 proved to be a bottle neck for motorised traffic, a new swing bridge was opened in 1939 - old Mr Jones of the Ivy Farm Dairy claims that his milk float was the first public vehicle to cross the bridge early on the morning of the public opening. The bridge was sited to the east of the lock so that traffic did not have to wait for the lock to fill or empty. However, following the collapse of the lock wall in 1964, the lock ceased to be used with any regularity, as the cost of rebuilding it was passed onto users in the form of higher tolls. This meant that it was cheaper for hire-cruiser owners to take their boats up the coast to Yarmouth, via the Yare and the Waveney and so to Oulton Broad. The situation changed in 1992 when the swing bridge was replaced with a bascule bridge to its east, work that involved a completely new road layout (again to alleviate traffic congestion), a rebuilt lock, a new pedestrian bridge and substantial re-shaping of the western end of Lake Lothing.

Ever vulnerable to the powers of nature, the lock gates were damaged once again in the autumn of 2013 by a severe storm surge along the east coast of England. Repairs to the gates were completed using funds from the Broads Authority and DEFRA (Department of Environment, Food and Rural Affairs).

#### *The coming of the railways and later development*

The arrival of the first railway line in Norfolk between Norwich and Great Yarmouth in 1844 was a major event in the history of the area as not only did it create opportunities for increased trade and employment, it also enabled easy access to the Broads to be a popular destination for holidays. Mr Samuel Morton Peto (later Sir Morton Peto) was a prime mover in this as he came to Lowestoft to improve the harbour and 'enrich' the town by constructing a railway from Lowestoft to Reedham. But this proposal was not universally popular. The renowned 19<sup>th</sup> century writer and traveller George Borrow, who moved to Oulton Broad in 1840, protested bitterly about the plans to build a railway through Oulton as he felt it would disturb the peaceful character of the area. However, authorised by an Act of Parliament in 1845, the line was opened in 1847 and this led to much of the built development to the north of the Broad. In 1859 Peto constructed Mutford Railway Bridge to carry the track from Lowestoft to Beccles and Ipswich across the western end of Lake Lothing, and by the



1880s a network connected the Norfolk Broads and the coast to London and the Midlands with Wroxham station being a popular alighting point which led to Wroxham being known as the Capital of the Broads.

There are still two stations in use today at Oulton Broad, neither of which is in the conservation area; Oulton Broad North to Norwich, opened in 1847 and Oulton Broad South to Ipswich via Mutford Bridge with view of Lake Lothing to east & the Broad to the west. The two lines merge to the east of Oulton Broad to continue on to Lowestoft.

The construction of the railway line connecting Lowestoft to Norwich was fundamental to the development of the area. Before then, there were few buildings of note around the Broad, (Oulton Cottage and Oulton Hall being the exceptions) and the first large scale building took place in Victorian times, when Lowestoft, a thriving seaside resort and fishing port, expanded west to join Oulton Broad. The shops in Bridge Road established to cater for the holiday trade, including those sailing on the Broad and boat building and hiring trades were set up on the water's edge.

### *Maltings*

Malting was an important industry in Oulton Broad in the late 19<sup>th</sup> and early 20<sup>th</sup> centuries, taking advantage of good transport links by water to the large grain growing areas of this part of East Anglia and a number of maltings were constructed on the north bank of the Broad. Surveys of Lowestoft in the early 1880s recorded a malthouse on the site occupied by Truman's boatyard and a further maltings at the edge of the Broad near the junction of Commodore Road and Caldecott Road. These were demolished after the First World War to make way for boatyard buildings, which were in turn demolished for the construction of flats. Swonnell's Maltings survive; they were built on land purchased from George Borrow and his wife, Mary by the Norfolk Railway Company, and subsequently sold to Swonnells in the early 1900s, so that they could move their malting business from Nine Elms in London to the centre of the barley growing area. By the 1920s the operation was an extensive one and it continued until 1968, when the traditional malt house was largely phased out in favour of more mechanised production. The remaining buildings were converted to residential use between 1983 and 1984. They were granted listed status, but subsequently de-listed as being too altered from original designs.

### *The Free Quay*

The area beside Mutford Lock was common land until 1803. As this land was being developed, the ancient rights of free access to Oulton Broad were in danger of being lost. By the 1870s the land was owned by Great Eastern Railway Company, and George Edwards of Oulton Broad was instrumental in establishing the freedom of the site in 1881 by taking action against them to prevent the blocking of public access to the Broad over this piece of land. The Great Eastern Railway Company settled out of court and the land was dedicated as public highway by an Act of Parliament.

### *Boat building and boating, yacht racing and motor boat racing on Oulton Broad*

The Broads had long been used for recreation, but the arrival of the railway in the mid 1880s saw increasing numbers of visitors from outside the area arriving to enjoy a holiday on or near the water, prompting the start of the boat building and hiring businesses which became a mainstay of the economy of the Broads. Oulton Broad was a major centre for boat building and boat hire and the 1891 edition of "*Handbook of The Rivers & Broads of Norfolk and Suffolk*" by George Christopher Davies, contained a list of around a dozen places at Oulton Broad where you could hire cabin yachts, wherries, fishing boats and steam launches. Well known boat building and boat hiring businesses that started in Oulton Broad, include Richardson, Hoseason, Hampton, Robinson, Fowler, Truman, Newson and Collins. By the mid 1960s, as the interest and affordability of boating holidays on the Broads brought ever increasing numbers of holidaymakers to the area, there were over 20 boatyards operating hire fleets on Oulton Broad. Many of these firms were affiliated to agencies such as Blakes, Hoseasons and Bradbeers. By the 1970s the number of yards hiring out boats in Oulton Broad had almost halved and during the 1980s and 1990s others closed or moved away to places such as Horning and Wroxham – amongst the last were Broadsway Cruisers 1987, F. Newson 1990 and A.D. Truman 1995. One of the last boat building businesses on the Broad, Pegasus Yachts closed their site on the north-east bank in 2006.

In 1895 residents formed their own yacht club and by 1902, the Waveney Sailing Club had over 200 members and regattas were being held at all major Broadland villages. Professional crews were hired to race the boats as wealthy owners strived to have the sleekest and fastest yachts, often purpose built in local boatyards. The lateener (a yacht with a rig more usually found on Mediterranean vessels) and cutter yachts were in evidence at this time, and many fine, large racing yachts were built during the Edwardian period; by the mid 1930s Oulton Broad was a renowned and popular sailing centre on the Southern Broads. Smaller, open racing dinghies started to be developed, some of which continue to be raced at regattas today. Broads One Designs, known as "brown boats", made their debut at Oulton Broad on Whit Monday in 1901.

In August 1903, during Oulton Broad Regatta week, an inaugural steam launch race was organised, enthusiastically supported by Howard Hollingsworth (who donated Nicholas Everitt Park to the local council) and the local firm of Brooke Marine. This led to the formation in 1933 of the original Lowestoft and Oulton Broad Motor Boat Club by local dentist Charlie Nichols with support from the influential American Treglown family who owned a convenient Broadside property. In the 1950's Daily Mail Director, Guy Bartholomew became interested in the sport whilst on holiday and commissioned a fleet of hydroplanes which were hired out to local business men. The club is still in the forefront of the sport, holding regular meetings during the summer and attracting competitors from all over the world to compete in major events in front of large crowds.

#### *Development history of Oulton Broad*

In comparison with most of East Anglia, the development in the Oulton Broad area is comparatively recent. Prior to the nineteenth century, the area was almost exclusively agricultural apart from the ancient river crossing at Mutford Bridge, with no substantial buildings recorded in the area, apart from one dated 1685 of a building on the site of Broad House, although there may have been small hovels for fishermen and farm labourers. The modern shape of Oulton Broad began with the construction of Mutford Lock in 1827 which helped to stabilise the water levels in the Broad, allowing it and the connected waterways to be used for regular commercial traffic. The opening of the Lowestoft to Reedham branch of the Great Eastern Railway in the middle of the 19<sup>th</sup> century was the next significant development; this severed the north-eastern neck of the Broad, and although most parts of the higher parts of this severed area are developed today, a strip of land between the railway and Hall Road remains as reminder of the meadows that covered the area until the turn of the century. The first large scale development took place in Victorian times when Lowestoft, a thriving seaside resort and fishing port, expanded west to join Oulton Broad. Bridge Road north of Mutford Bridge was mostly developed by the 1880s, but to the south the built area extended as far as Victoria Road only on the eastern side of the road, with no development to the west.

Between the Broad and the railway on the northern side of the Broad, the land was largely undeveloped by the late 1880s. 'A lone house' as described by the owner, author George Borrow and Truman's Maltings being the only buildings of note. However, by 1905 contemporary ordnance survey sheets illustrate a series of comparatively rapid changes; to the west, Boathouse Lane had been established with a number of narrow plots fronting the Broad and Swonnells Maltings had been constructed; a boathouse and other waterside buildings to the north of Mutford Lock had also been completed and in 1899 the Wherry Hotel, built on the site of an earlier and smaller inn to satisfy the increasing demands of the leisure industry of boating and holidays on the Broads. The Commodore Public House was also redeveloped around this time.

A Trade Directory from 1904 records that the Civil parish of Oulton Broad was formed from detached portions of Carlton Colville and Oulton adjacent to the Broad and the River Waveney, under Local Government Act of 1898. Prior to this the village was known as Mutford Bridge Village. In 1904 Oulton Broad was granted its own council and by 1929 it had been 'incorporated' in the borough of Lowestoft, of which it forms a ward today. The conservation area falls into two wards - Oulton Broad Ward to the north of Mutford crossing and Whitton Ward to the south

By the early twentieth century the structure of the substantial area of housing to the north of the Broad was set out, bounded by Oulton Broad, the Lowestoft to Norwich Railway and Caldecott Road, forming what became known as the Park Estate. In 1933 Lowestoft Town Council confirmed the names of the roads, the main ones being Broadview Road, Romany Road and Borrow Road, leading

westwards to the already established residences of Mancroft Towers, Waveney Hill and Lavengro (built on the site of George Borrow's house, Oulton Cottage).

Later development followed in the 1950s with a further tranche of housing, the Rock Estate, to the north (outside the proposed conservation area).

While the eastern and north shores of the Broad are built up, the west and south-west remain undeveloped; White Cast Marshes and Carlton Marshes nature reserve have not changed substantially over the last two centuries are well preserved, natural areas that can be reached from Nicholas Everitt Park by public footpaths.

The 1990s saw a dramatic change in the way traffic relates to Oulton Broad when the dual carriage way Saltwater Way, was constructed to relieve congestion around the Mutford river crossing and the southern part of Bridge Road and traffic flow was restricted in part of Bridge Road.

#### *Nicholas Everitt Park.*

Nicholas Everitt Park occupies a prominent position on the south-eastern corner of the Broad. It was presented to the Borough of Lowestoft in 1929 by Howard Hollingsworth and named in memory of his friend Nicholas Everitt, a previous owner (see Appendix 4). The development of Broad House and its grounds into a public park took place in the 20<sup>th</sup> century; the Lowestoft Journal records that £13,000 was spent on the park in 1938, a considerable sum in those days. Broad House is now Lowestoft Museum, but was used by the Bowls Club until 1984 when a new pavilion was built. The swimming pool (now disused), Yacht Station, sailing club buildings, and extensive moorings are all mid to late 20<sup>th</sup> century constructions.

---

### **Conservation area spatial analysis**

#### *The existing conservation area - residential area on the north shore*

In 1990, the Broads Authority commissioned a study of the Oulton Broad area to provide a detailed framework for the implementation of Local and Structure Plan policies. This document, the Oulton Broad Study, identified the residential area on the north shore as suitable to be a conservation area which was declared as such in 1990.

To the west, the area is bounded by Fisher Row, a low level track adjoining Oulton Marshes and leading down to the Oulton Dyke. The northern boundary runs along the railway embankment and follows the south side of Borrow Road and Broad View Road and a short stretch east of Caldecott Road to turn east between 20<sup>th</sup> century housing development and then south to connect with the shore of the Broad.

The north-western part of this area from Fisher Row and including Boathouse Lane, is essentially rural in character, providing a transition between open marshland and the residential development of most of the north bank of the Broad. The ground rises from Oulton Dyke and the Broad to Waveney Hill and the railway embankment, with development mostly confined to the higher ground. The houses, set in large grounds, are in the main 20<sup>th</sup> century in origin, although the late nineteenth century Mancroft Towers (Listed Grade II) with its lodge house, occupies a commanding position on Waveney Hill. Mancroft Towers was built between 1891 and 1893 by P.E. Back, a member of a well known family of wine and spirits merchants in the city centre of Norwich, which probably explains the name of the house. It was designed by renowned Edwardian architect, George John Skipper. Part of the house is still occupied by members of the Back family.

The lower level ground adjacent to Oulton Dyke and the Broad is marshy and therefore undeveloped, the area south east of Boathouse Lane characterised by numerous landing stages, some with boat houses. Planning policies protect the special character of this area.

At a slightly higher level is Lavengro Lodge and Lavengro itself. The existing house was built by the Powell family in the late 19<sup>th</sup> century on the site of the earlier Oulton Cottage, which was the home of

the author George Borrow. Borrow's thatched, timber clad summerhouse, built around 1830 (listed Grade II) survives in the garden which is where he is reputed to have spent many happy hours writing, overlooking Oulton Broad. Lavengro is still occupied by a member of the Powell family, and it is a very peaceful place with a wonderful view.

There is extensive mature tree cover here, which is important to the character of the whole area, as it and the rising ground provide a dramatic backdrop to the whole of the development on the north shore.

The remainder of the north shore was developed in the early 20<sup>th</sup> century and is exclusively residential, although some of the older, larger houses have been converted to flats and others to residential care homes. The earlier properties are set back from the Broad on the higher land with boathouses at the water's edge being prominent features. This is in contrast to the inter-war and post-war development in between and this gradation of scale forms the tightly knit pattern of housing which is characteristic of the area and is particularly obvious when viewed from the south bank and particularly the Broad itself.

As might be expected, Borrow Road and Broad View Road were laid out to run roughly parallel to the edge of the Broad, thereby making the most of plots with frontages to the water's edge. The roads themselves are surfaced with asphalt with concrete kerbs to the pavements, the scale, layout and materials typical of early 20<sup>th</sup> century highway design, which does not contribute favourably to the character of the conservation area. Boundary treatments are a mixture of low brick walls, fences and hedges, most low enough to allow a view of the properties behind and occasional glimpses of the Broad beyond.

Mature trees within the gardens and on the roadsides make a positive contribution to the character of the area, providing a backdrop to unify the contrasting styles and scales of development on the north shore, particularly when viewed from the south, although the character from the road side is somewhat fragmented.

### ***Proposed extensions to the conservation area.***

#### ***The north-eastern and west shores including Mutford Lock***

This area is important in the history of the development of Oulton Broad from early times until the present day.

The existing conservation area boundary, drawn tightly around the late 19<sup>th</sup>/early 20<sup>th</sup> centuries plot layout on the north bank, excludes the former boatyard land to the west of the 'neck' of Oulton Broad. The former boatyard area is important in the history of development in Oulton Broad as, together with sites on the north-west bank, it contained a number of the companies that made Oulton Broad a major centre for boat building and boat hiring during the early and mid 20<sup>th</sup> century. By the 1990s, many of the firms had closed down or moved away to other centres and part of this area has since been developed for medium density housing. Commercial use by Pegasus Yachts ceased in 2006, and Planning Permission was granted for its redevelopment for housing in 2014. And there will inevitably be considerable changes in this area over the next few years. The area is clearly visible from the south shore and is an important focal point on the Broad which should be included in the conservation area. The proposed boundary excludes the housing development of Pegasus Mews built in the late 20<sup>th</sup> century, as whilst attractive in its own way, it does not make a particular visual or historic contribution to the character of the conservation area.

It is not proposed to include the new development on the north-east corner (backing onto Commodore Road), but to follow the edge of the Broad and then include the 19<sup>th</sup> century Commodore Public House and The Wherry Hotel to Mutford Bridge. Extensive views of the Broad can be seen from The Commodore Public House, its garden and car park, after which Commodore Road slopes down to the junction with the A1117, Bridge Road. The Wherry Hotel is the largest single building in this part of Oulton Broad and although much extended in the 20<sup>th</sup> century, the original late 19<sup>th</sup> century building (on the site of an earlier hostelry) can still be discerned. It has recently been refurbished and is an imposing presence on the east bank of the Broad. The Wherry Hotel was important in the development of the tourist industry in the late 19<sup>th</sup> and early 20<sup>th</sup> century and is still popular today,

affording open views right down the Broad. It is here that vehicles and pedestrians can also appreciate the extent of the Broad from the public highway. The hotel car park is somewhat bleak but could be improved with well chosen surfacing and judicious planting without affecting the open aspect of the views across the water.

The pedestrian lifting bridge across the ancient crossing and lock at Mutford is attractive and its design makes reference to similar bridges found in the Low Countries – until the mid 1990s, Lowestoft was twinned with the Dutch town of Katwijk. The bridge is accessed from the north via a shared pedestrian and cycle path fenced appropriately with unobtrusive open metal railings, but the open grassed area south of the lock adjacent to the A1117 (Saltwater Way) and bounded by grey safety railing on the road side is rather austere and could be improved with careful planting. The Free Quay is opposite beside the Broad, and until recent years a mooring jetty projected into the water. A plaque records that the jetty was constructed in the early 20<sup>th</sup> century as a memorial to Nicholas Everitt; but the jetty was removed by Waveney District Council after it was deemed to have deteriorated beyond repair. Local residents have pressed for the jetty be rebuilt. Interpretation of the Quay and Mutford Lock would assist the appreciation of the history of the area. The pedestrian path continues to the junction of the Boulevard, with its thatched pavilions, and south to part of Bridge Road.

#### *Bridge Road.*

As part of the traffic scheme to relieve vehicle congestion implemented in the 1990s, Saltwater Way was constructed to take the A1117 to the east of part of Bridge Road. In the past, Bridge Road was a local shopping street, part of the area known locally as 'The Village', but in more recent times businesses also cater for visitors to the Broad and Nicholas Everitt Park.

Vehicular access to Bridge Road from Saltwater Way is only from the south via a 'switch back' road from Saltwater Way, just after the vehicle bridge. Pedestrians can approach from the north by a more direct route from Mutford Lock along the water front. This path and the grassed areas beside it would be improved with some rationalisation, sympathetic planting and improved ground surface finishes.

To the west of Bridge Road attention is drawn to the open aspect of the Broad via The Boulevard and beyond to Nicholas Everitt Park itself. On the west side of the road, development is intermittent with commercial and residential premises, mainly dating from the late 19<sup>th</sup> and early 20<sup>th</sup> centuries. Beyond a small car park for The Boulevard, the first building is the Ivy Farm Dairy which included a restaurant and convenience store trading under the name D. O. Jones, a descendant of 'old Mr Jones' who claimed that his milk float was the first public vehicle across the new Mutford swing bridge in 1939. The building has an Arts & Crafts feel to it, especially to its south elevation where steeply pitched gables are partly clad in waney edged boarding. It is regrettable that this attractive and unusual building was unused at the time of the survey.

Beyond the garden to Ivy Farm Dairy an early 20<sup>th</sup> century brick building houses a restaurant and small shops catering for the tourist trade. The building has a presence in the street, being taller than most at three storeys, and above ground floor level the original window configuration is mainly of the original design. The shop fronts share a common design, including the original surrounds and fascias, but the larger part containing the restaurant would be improved if the stained timberwork had a painted finish. A lower level flat roofed, single storey shop attached to the south of this block is slightly out of character with the rest of the building and improvements to its design would be advantageous.

Railings in front of neatly cut grass and specimen trees herald the main pedestrian entrance to Nicholas Everitt Park which is reached via a semicircular area currently used for short term parking. Recent improvements have been carried out to this area by the Friends of Nicholas Everitt Park, with new gates and railings. However, the area is dominated by cars and the associated signs and road markings. Improvements in design and materials could enable a better relationship with Bridge Road of this prominent entrance to the Park.

Beyond this, flanking the entrance to the park, is a detached mid 20<sup>th</sup> century house of quietly confident design set in a suburban garden with neatly clipped hedges over a low brick wall. The house was built for the Park Keeper, one of whom was a Mr Campbell who was well known for his care of the trees in the park. The next building, housing a convenience store is two storey, brick and

slate with stucco surrounds to the upper floor windows and semicircular headed door way to the upper floor, former living accommodation. Part of a late 19<sup>th</sup> century or early 20<sup>th</sup> century sign advertising the Co-op Society painted on the brickwork of the north gable is a reminder of a past occupant. The original pilasters on the shop front remain and it's possible that the original fascia is under the more recent one. However, the new shop front is undistinguished and the whole marred by indiscriminate use of corporate signage which could be improved whilst still retaining distinctive branding. Next to this, Everitt Road is no longer a road, being used for turning and car parking with a pair of modest villas at its end.

To the south west of Bridge Road is a large open area where trees and mown grass frame a view down to the Broad across the main car park for Everitt Park, which is neatly laid out with bound gravel roadways and grassed parking areas interspersed with trees. The car parking is busy throughout the year and in the winter the grassed surface can become damaged. The car park is also used as a short cut to bridge road and improved signage might help alleviate this. Beyond Everitt Road is a block of 19<sup>th</sup> or early 20<sup>th</sup> century properties containing a fish and chip shop and three terraced houses with colour washed brickwork and double height bays, only one of which retains the original window configuration. The boundary of the conservation area is at the end of this group of buildings.

The eastern side of the road is more continuously developed, again with a mixture of residential and commercial uses, the latter mainly in buildings converted from dwellings. At the northern entrance to Bridge Road, a mid 20<sup>th</sup> century two storey block, the main part of which is flat roofed, houses several restaurants. It is prominent in the street scene in this 'gateway' position and would benefit from improvements to its signage and a pitched roof would improve the scale and better integrate it with its surroundings. Beyond, the 19<sup>th</sup> century Lady of the Lake Public House is colour washed render under a traditional red pantile roof and retains the original sash windows. A small draught lobby on the pavement has been carefully designed and constructed. Overall the buildings are late 19<sup>th</sup> century or early 20<sup>th</sup> century, two storey and domestic in scale. Some still have traditional sash windows, at least to the upper floors, which add to the character of the area. There is a mixture of residential and commercial uses, with businesses catering for visitors, but which are also well used by local residents throughout the year. These include The Lady of the Lake and The Waveney public houses, cafes, take-away food establishments and ship's chandlers. The Waveney has attractive 19<sup>th</sup> century stucco detailing at first floor level, but the ground floor lean-to extension does not add to the building's character. Alleyways and former carriage arches on this side of the road allow views to gardens and land beyond with evidence of previous boundaries in walls constructed of red brick and flintwork. At the extreme south end of the road a late 20<sup>th</sup> century residential block is designed to turn the corner. Materials are a mixture of red brick and colour washed render and overall the street has a lively, if fragmented feel.

To the rear of the development on the east of Bridge Road, rear gardens are enclosed with a brick and flint wall, (presumably constructed during the road improvements) with a wide, mainly grassed verge beside the Saltwater Way, the appearance of which would be improved with increased planting. The road forms the boundary of this part of the proposed extension to the conservation area.

Through traffic is restricted southbound to join Saltwater Way, but this part of Bridge Road is two way to allow access and egress from the car parking areas. On street parking is allowed on both sides of the street and this area could be looked at with a view to improve pedestrian safety whilst maintaining the current parking provision for the businesses and residents of Bridge Road.

### *Nicholas Everitt Park*

The Park occupies an area of land of approximately 6.3 hectares, to the south east of the Broad projecting into it with extensive frontages onto the water to the west and north. The Park is well used throughout the year for all kinds of water based activities, but particularly so in the summer months and when the power boat races are held. It also offers a wide variety of other activities, from Punch and Judy shows and play facilities for children to concerts on the bandstand, tennis, bowls and quiet nature walks through the wooded areas to local nature reserves.

The Park is bounded to the east by Bridge Road, giving access for pedestrians and vehicles via The Boulevard and The Crescent, the latter a semi-circular entrance area about half way up Bridge Road.

From this entrance the Park is approached via a generous open pathway, either side of which are slightly sunken beds in a semi-formal arrangement with small dark stained timber seating pavilions facing Bridge Road. Beyond this, the path crosses a small stream or dyke and runs through mature trees, past the former open air swimming pool and the children's play area on the right hand side and on the left tennis courts, then a bowling green and single storey hipped roof pavilion, all flanked by established trees. The contrast between the open approach and the tree cover is marked and the shade welcome on a hot day.

The view then opens up to Broad House and its associated buildings which are roughly in the centre of the Park. Dating from the 18<sup>th</sup> century, but with large early 19<sup>th</sup> century additions, Broad House is series of structures, the earliest of which are flint faced with brick dressings and slate roofs behind crenellated parapets, all in a Gothic style. The side wings have later brick upper storeys with pitched roofs. Further buildings adjoin the right hand side of the main entrance the largest of which may have been a coach house and stables, is used as a tea rooms. Broad House was the family home of Nicholas Everitt until the 1920s and now houses a local history museum.

There are some small areas of planting around Broad House and The Crescent entrance, but overall the Park has little of the 'municipal' bedding planting found in many public parks, relying on more robust tree planting and hedges to give it variety and form. In recent years perennial planting, structural shrubs and wild flowers have been adopted to create a more ecological approach to planting in the Park.

To the south of Broad House is a large area of specimen tree planting through which informal pathways lead round either behind the bowling green and tennis courts or further west beside the waterfront to the Oulton Broad Water Sports Centre sailing school run by the Suffolk Water Sports Association, a voluntary organisation that works with Suffolk County Council offering a range of water sports activities to adults and children of all ages and abilities. The sailing school boat house is a long low building running roughly west to east, single storey, part of which has rooms in the loft space, clad in black stained boarding with a thatched roof. Behind this and parallel to it is an associated building, similarly clad in boarding with a tiled roof enclosing a storage area for canoes. Both buildings contribute to the character of the park in form and materials. To the south of these buildings, trees and open grassed areas give access to boat storage areas and moorings on the Broad. The Landspring drain runs south to north on the landside of the sailing school its maintenance is important in preventing flooding in the park.

In contrast to the wooded parts of the southern area of the Park, the character is quite different to the west and north of Broad House. The Park projects into the Broad in a gentle arc allowing views of the water in all directions, across to the residential area on the north shore with its wooded backdrop and to The Wherry Hotel and Mutford Lock to the east. The duck pond to the south of the yacht club used to be joined to the broad A broad concrete path with seats and shallow steps follows the edge of the Broad to the club house of the Waveney and Oulton Broad Yacht Club, a two storey flat roofed building, the design of which is rather utilitarian for its prominent position in the conservation area. The Yacht Club holds regular race days and a regatta in the summer. A notable feature near the clubhouse is a square, early 20<sup>th</sup> century clock mounted on a timber post with metal framing protected by a small pitched roof. It is inscribed with the initials of the Lowestoft and Oulton Broad Motor Boat Club, a reminder of the early days of motor boat racing on the Broad. The boundary of the Yacht Club is marked by a chain link fence and a low timber and metal rail at the water's edge running along the remainder of the promenade with, set back from the Broad, permanently erected 'temporary' metal barriers which retain spectators on speed boat racing days. All these barriers are unsightly and the area would be greatly improved with more sympathetic boundary solutions and resurfacing of the concrete walkway.

Turning eastwards, the traditional timber bandstand, octagonal in plan and with a plain tiled roof provides a focus for a variety of activities, and although it appears to be rather isolated in a large area of grass, it accommodates large crowds when popular events are held in the Park. The waterside pathway follows the curve of the shore line eastwards to a set of robust brick piers between which are very attractive black painted iron gates depicting a sunrise and typical Broads icons of a trading wherry and a sailing yacht. The gates lead to The Boulevard, which is as the name suggests, a broad pedestrian avenue with parallel rows of ornamental trees, interspersed with timber planting boxes.

Behind the Boulevard, the yacht station buildings are very a distinctive feature, sited in a line parallel to the water's edge, albeit in a rather regimented manner. With dark stained timber boarding and white rendered walls under thatched roofs, these single storey buildings are reminiscent of traditional boathouses found throughout the Broads area. Renovations in recent years by Waveney District Council included re-thatching the roofs, retaining their special contribution to the character of the area. They house the Harbour Masters Office, toilet facilities and shop, behind which are a car park and a children's boating pool which, from the water are largely hidden from view. The quay adjacent to the Boulevard is the main area for the mooring of visiting boats and the first place that water borne and other visitors see. This and the Boulevard could be made more inviting with a reordering of the hard landscaping and an improved design of planting containers

With its extensive water frontage and open views across the Broad, Nicholas Everitt Park is a very attractive and well used public resource and its large range of facilities and activities for adults and children makes it a very popular recreational area not only for the residents of Oulton Broad but also for those from surrounding towns and villages, as well as water borne tourists. Car access is generally restricted to the fringes of the Park improving safety for pedestrians, and despite being a man-made landscape, it has a very natural feel.

#### *Architectural styles and materials*

Three buildings within the conservation area boundary are included in the Secretary of State's list of buildings of special architectural or historic interest. These are listed in Appendix 1. There are also a number of buildings which are considered to make a positive contribution to the character of the conservation area which are noted in Appendix 2.

As noted earlier in this document there was little development before the 19<sup>th</sup> century despite the fact that the crossing at Mutford was important for communications during earlier centuries. The arrival of the railways and the subsequent growth of the water related tourist industry meant that the settlement began to grow gradually in the late 19<sup>th</sup> century followed by more rapid development in the 20<sup>th</sup> century. With no prevalent architectural style, as would be found for example in planned suburban areas, there is a variety of building designs; on the north bank, large 19<sup>th</sup> century residences in generous plots, often making reference to the Arts and Crafts style of design, interspersed with smaller, later houses of more mixed 20<sup>th</sup> century styles, and the remnants of the larger scale commercial development of the maltings; on the east shore, The Wherry Hotel is a particularly large and complex design for the area; the smaller scale terraced dwellings and hostelries in Bridge Road and the picturesque park buildings in Nicholas Everitt Park. However, despite this variety there are unifying factors in the scale of the domestic buildings, which are generally two or two and half storeys with pitched roofs, and the use of traditional materials of red brick, render and red or black pantiles, although there is some thatch and timber boarding on some of the smaller buildings, such as boathouses and the pavilions in the Park. In Bridge Road, the buildings relate closely to the road with roofs running parallel to it, mainly built on the back of the pavement, (early photographs show some former front gardens which have been used to provide the footway). In the Park, Broad House stands out as an individual building, its former use as house, coach house etc is obvious, although now utilised for other activities. The flintwork on the main building is an unusual material in the conservation area. Other structures in the Park are sited and designed for their use, such as seating pavilions, boating pool and the former swimming pool buildings.

#### *Ground surface materials, street furniture and the public realm*

Almost all of the public roads and footways are finished in asphalt, Boat house Lane is an exception as it is still an unfinished rural lane. There is more variety in Nicholas Everitt Park with concrete, bound gravel and some brick pavements used here. The replacement of the concrete paths with a more sympathetic material would be of benefit to the character of the conservation area. On private land, gravel and brick pavements are prevalent. It is suggested elsewhere in this document that changes in materials on Bridge Road and the entrances to the Park could visually unify the area.

#### *Trees, hedges and significant open spaces*

Trees are a significant element in the character of the conservation area, in particular those to the north of the Broad, which provide a backdrop to the development, some of which, beyond the railway



line, are outside the conservation area boundary. Particularly important groups of trees are around Fisher Row, Boathouse Lane and in private gardens on Waveney Hill. To the south of the Broad, the specimen trees and hedges in the Park are an inherent part of its attraction.

### ***Issues, pressures, threats and opportunities for improvements;***

Generally the buildings and gardens in the conservation area are well maintained and there are no structures that would qualify to be on the Buildings at Risk Register.

However, the special character of conservation areas can easily be eroded by seemingly minor, and well intentioned, home improvements such as the insertion of replacement windows and doors with ones of an inappropriate design or material, (for example hinged opening lights in lieu of sash windows and UPVC instead of painted timber). This can be a particular issue with unlisted buildings that have been identified as contributing to the character of the conservation area. In line with current legislation, all complete window replacements are required to achieve minimum insulation values, but recognising the affect that inappropriate replacements can have, Local Authorities can relax that requirement when considering the restoration or conversion of certain buildings within conservation areas, and advice should be sought from the Local Authority at an early stage.

The southern part of Bridge Road adjacent to Nicholas Everitt Park is popular with local residents and visitors, not only to access the Park, but also to use the shops and other amenities. It can become very congested with vehicles, particularly during the summer months, which puts pressure on the parking facilities, especially for residents for whom there is no special provision. Whilst most of Bridge Road is two-way, the short section to join the A1117 to the south is one-way only. However, the configuration of this road junction is such, that vehicles are able to enter the street in the wrong direction. Improved signage and re-alignment of the road layout at this junction to prevent this could do much to make the street a safer place and improve conditions for pedestrians.

### ***Suggested areas for improvement***

#### ***Bridge Road***

Since the construction of the new road scheme around Mutford Bridge in the 1990s, and the partial restriction of traffic to a south bound direction of travel there is an opportunity to reinforce the 'local' feel to the southern part of Bridge Road adjacent to Nicholas Everitt Park and provide better links to the entrances to the Park.

- A visual gateway into Bridge Road could be provided by extending the paving of the eastern end of The Boulevard into the street. This would also allow a better connection between Bridge Road and the Broad.
- Nicholas Everitt Park - The main semi-circular entrance to Nicholas Everitt Park (The Crescent) could be given more prominence and integrated with Bridge Road through sympathetic landscaping such as changes to the texture and materials of the car park and road surfaces and pavements and extending these into or across the road. The existing parking spaces could be re-configured to allow a small amount of tree planting to soften the appearance of the area.
- Improved signage and reconfiguration of the road layout at the southern junction of Bridge Road with the A1117 to prevent traffic entering Bridge Road, to improve pedestrian safety.
- Enhancing the current layout of Bridge Road (such as widening pavements and limited planting) to improve conditions for pedestrians, and consider designating this part of Bridge Road as a pedestrian priority area.
- Regular maintenance of the landscaped drain.
- Re-establish link between broad and duck pond to prevent stagnation.
- Improvements in the design of some of the shop fronts and fascia signs
- Improvements to the design and fascia signs of the block at the northern end of the east side.

#### ***Saltwater Way***

- Additional planting to the verge on the west side

#### ***Nicholas Everitt Park***

- Improved design for the timber low kick/safety rails adjacent to the Broad

- Improved design for the 'temporary' safety rails around the north of the Broad or introduce a management regime to have them removed between race meetings
- Improved design of enclosure to the Yacht club
- Improved surface material along the north edge of the Broad
- Improvements to the hard landscaping and planting of the Boulevard

#### *Commodore Road/Saltwater Way*

- The Commodore PH – improvements and additional planting to the car parking area
- The Wherry PH – improvements and additional planting to the car parking area
- Additional landscaping to the grassed areas between A1117 & the Broad
- Interpretation of the histories of Mutford Lock and the Free Quay
- Work with landowners to rebuild the mooring jetty at Free Quay

### **Conclusions**

The Oulton Broad Study in 1990 identified the character of the 19<sup>th</sup> century development to the north of the Broad as being suitable as a conservation area. This document evaluates areas to the east and south of the Broad and proposes that the boundaries be extended to include these areas which, whilst having different characteristics, none-the-less make positive contributions to the area as a whole and are important in the history of later development of the settlement.

### **The conservation area boundary**

The boundaries to the conservation area are as illustrated on the accompanying map and as described in the text. It is suggested that the conservation area boundaries are extended to include the following areas;

Area	Reasons
1. The Wherry Hotel, Mutford Lock and the former industrial land on the north east bank of Oulton Broad, together with the area of the Broad in between	<p>a. An important area in the historical development of the settlement in relation to former industries, the growth of the tourist trade and the historic crossing at Mutford Lock</p> <p>b.</p>
2. Nicholas Everitt Park and part of Bridge Road south of the Broad	a. An important area in the historical development of the settlement in relation to recreational facilities in a significant public open space and the related commercial and residential street

### **Public Consultation**

Consultation with interested parties and organisations was carried out in accordance with the Broads Authority 'Statement of Community Involvement'. A joint consultation exercise was undertaken with Waveney District Council as the proposed conservation area boundaries include land in both planning authority areas as defined on the maps included in the character appraisals. A letter and leaflet were delivered to all residents and businesses within the conservation area boundary, and copies of the appraisal documents were made available both online and in hard copy format in the Broads Authority offices. The leaflet included a comments section and consultees were also able to comment on line. A public exhibition was held in the The Commodore Mission Hall, Gorleston Road on Saturday 18 October 2014, which was attended by officers from the Planning Team of the Broads Authority and open to the public to ask questions, propose or suggest minor amendments to the re-appraisal or boundary and raise issues of concern. Generally support was expressed for the designation, considering that it would benefit the area and the local community. In addition, the Authority received written responses, mainly in support but also raising concerns about road traffic related matters and car parking, particularly for residents. Existing comments in the conservation area appraisal text have been amended to reflect these comments.

### **Appendix 1**

### **Listed Buildings in the conservation area**

Broad House, Nicholas Everitt Park, Oulton Broad. Grade II  
Mancroft Towers, Prospect Road, Oulton Broad. Grade II  
Summerhouse, Lavengro, Boathouse Lane, Oulton Broad. Grade II

### **Appendix 2**

#### ***Unlisted buildings that make a positive contribution to the character of the conservation area (within the Broads Authority Executive Area)***

Whilst the following buildings, boundary walls and railings within the present conservation area and the proposed extensions to it do not merit full statutory protection, they are considered to be of local architectural or historic interest, and every effort should be made to maintain their contribution to the character of the conservation area.

#### **Boathouse Lane**

Lavengro  
The Cottage  
Boat house adjacent to Alongside  
Boathouse at No. 19A  
Boathouse at No. 23

#### **Waveney Hill**

Borrowsdale  
Belvedere House  
3 Waveney Hill  
Walls and gates to 3 Waveney Hill  
Hill Crest  
1A Broad Reach  
Broadacres  
Waveney Hill Lodge  
Lodge to Mancroft Towers

#### **Borrow Road ,**

Boathouse to North Lea, No 55  
Harrow Hill, No 33  
Chingle Staithe  
Broadlands  
Former squash court in grounds of Broadlands  
Coach House Vernetto  
North Bay House  
Boathouse at North Bay House  
Ultuna  
Oulton Lodge  
The Cottage Thatched boat house to No 62 Borrow Rd?

#### **Broadview Rd**

Broadbank  
Broad Staithe  
Gunton Lodge

#### **Romany Rd**

The Moorings, No 5  
The Waterfront, No 9  
Mere House  
Waterside  
Boat houses at Clearwater and Romany Staithe?

#### **Caldecott Road**

Swannells Maltings  
Trumans Maltings

### **Commodore Road**

The Commodore Public House  
The Boathouse

### **Saltwater Way**

Mutford Lock  
Free Quay

### **Nicholas Everitt Park**

Thatched Yacht Station buildings: Harbour Masters office, public conveniences and shops  
Boulevard Public House and Restaurant  
Seating pavilion to rear of Boulevard Public House  
Former swimming pool/lido  
Boating Lake  
Seating pavilions in The Crescent  
Oulton Broad Water Sports Centre building – thatched  
Tiled buildings containing Lowestoft & District Canoe Club, Sailability and Lowestoft Rowing Club  
Ornamental duck pond south-west of Broad House  
Tea Rooms adjacent to Broad House  
Public conveniences and former shop opposite Tea Rooms  
Bandstand  
Clock on timber post adjacent to the Waveney and Oulton Broad Yacht Club House

### **Bridge Road (west side)**

The Wherry Hotel  
Ivy Farm Dairy former restaurant, shop and house, No. 111  
Nos. 113 – 119  
No. 121  
No. 123

### **Everitt Road**

Nos 1 and 2

## **Appendix 3**

### ***Buildings suggested for the (Waveney District Council Local List)***

### **Bridge Road (east side)**

*The Lady of the Lake Public House,  
Jeckels shop, No. 128*

## **Appendix 4**

### ***Well known people associated with Oulton Broad***

- George Borrow (1803 – 1881) – distinguished 19<sup>th</sup> century writer and traveller, lived at Oulton Cottage on the north shore of Oulton Broad. Oulton Cottage was demolished in the late 19<sup>th</sup> century and the present house erected. The summer house (Listed Grade II) overlooking the Broad still stands, where Borrow wrote 'Lavengro', one of his best known books. He was greatly upset by the construction of the railway by Samuel Morton Peto, which ran through the whole length of Borrow's estate at Oulton, cutting a swathe through the fields between the Hall and Oulton Cottage. To add insult to injury, it was said that Peto boasted that he made more money out of the gravel he extracted from Borrow's land than he paid for it.
- George Edwards (1804 – 1893) – Landowner, entrepreneur and philanthropist – a commemorative plaque on the front of the Branch Library in Bridge Road records that "among his many generous gifts was the 'Coffee Pot', built as a meeting place for disadvantaged

children". Prior to its use as a library, the Coffee Pot was offices for the Oulton Broad Urban District Council. He was the civil engineer in charge of the construction of Lowestoft Harbour, and instrumental in the development of the standard diving dress, which revolutionised diving, making the underwater worker an essential part of both salvage and civil engineering, without which many of the great building projects of the Victorian era that exist today, such as bridges, lighthouses and tunnels, could not have been built. His unusual gravestone in St Michael's Church, is a large glacial granite stone or 'ice boulder' which he requested be placed on his grave, when it was dredged up from the bed of Lake Lothing during excavations for the new Lowestoft Harbour,

- Samuel Morton Peto (1809 -1889) – an eminent and influential entrepreneur, social reformer and radical thinker of the mid 19<sup>th</sup> century. After involvement with many major public buildings and monuments in London, in 1844 he purchased Somerleyton Hall and estate, where he set about improving the life of his employees and tenants, including constructing a 'model village'. Whilst not a resident of Oulton, Peto opened up the area to trade and tourism as he was instrumental in the construction of the Lowestoft to Reedham railway line connecting it to the rest of the system, in order to realise his ambition to turn Lowestoft from a small fishing village into one of the main ports of the country and a flourishing seaside holiday resort.
- T. F. Goodall (1856 – 1944) – a well known 19<sup>th</sup> century landscape painter. He lived just north of the library at The Homestead on Bridge Road, which is just outside the conservation area. He published 'The Life and Landscape of the Norfolk Broads' jointly with the renowned writer and photographer, P. H. Emerson
- Henry Reeve Everitt (usually know by his the pen name, Nicholas Everitt) (1867 – 1927) - a solicitor and public notary of Norwich and Lowestoft who brought up at North Cove Hall before the family moved to Broad House on Oulton Broad in 1874. Everitt was a keen sportsman, traveller and author of a series of popular books including one about his experiences as a British secret service agent during the First World War. In the early 1920s Nicholas Everitt fell out with the Borough in a squabble over the free quay and closed 'The Green' which fronted the Broad.
- Howard Hollingsworth (1871 – 1938) – philanthropist and joint founder of Bourne and Hollingsworth store of Oxford Street. After the death of his close friend Nicholas Everitt, Hollingsworth purchased the Broad House and the park and in 1929 presented it to the Borough in memory of its previous owner, on condition that it must be open free on Sundays when bands should be permitted to play. The park was opened on 20 June 1929 and in 1985 the relocated Lowestoft Museum opened in Broad House. Howard Hollingsworth was a keen yachtsman and built the Yacht Club in the Park and is reputed to have started power boat racing on Oulton Broad.
- Robert Kemp – established his boatyard off Commodore Road around 1869 and also owned and ran the Lady of the Lake Public House. He hired out a variety of cabin yachts and the pleasure wherry "*British Queen*" and thus formed one of the earliest hire fleets on the Broads. By the 1890s many others had set up business on the broad and the 1891 edition of George Christopher Davies "*Handbook of The Rivers & Broads of Norfolk and Suffolk*" contained a list of around a dozen places where you could hire cabin yachts, wherries, fishing boats and steam launches at Oulton Broad. One of the main holiday boat hire companies still operating on the Broads, although no longer based at Oulton Broad, was founded by Robert Richardson, Robert Kemp's great, great grandson.
- William Ballantyne Hoseason started as harbour master at Oulton Broad for the Lowestoft Corporation in the early 1930s. In 1944 he began to act as an agent for boat owners, leasing out their craft to be used as houseboats by families who had been evacuated from London during the war. His first holiday brochure, covering just four pages, was produced in 1946, but the agency soon began to expand to grow into the household name known today. Hoseasons had their head office at Oulton Broad for many years.

## Appendix 5

### *Broads Authority Guidance leaflets*

- Keeping the Broads Special
- Do I need Planning Permission?
- How do I apply for Planning Permission?

- Building at the Waterside – A guide to design of waterside buildings in the Broads Authority area
- Environment and Landscape – How do I plan and manage trees and scrub alongside rivers?
- Development and Flood Risk in the Broads
- Riverbank Protection Works – A guide for riparian landowners
- Sustainability Guide – Sustainable development in the Broads

## Appendix 6

### *Contact details and further information*

The Broads Authority  
Yare House  
62 – 64 Thorpe Road  
Norwich  
NR1 1RY  
Tel: 01603 610734  
Website: [www.broads-authority.gov.uk](http://www.broads-authority.gov.uk)

Waveney District Council  
Marina Centre  
Lowestoft  
Suffolk  
NR32 1 HH  
Tel: 01502 562111  
Website: [www.waveney.gov.uk](http://www.waveney.gov.uk)

Suffolk County Council Archaeological Service  
9 & 10 The Churchyard  
Shire Hall  
Bury St Edmunds  
Suffolk  
IP33 1RX

---

### **Sources and references:**

Whites Directory 1874  
Kelly's Directory of Suffolk 1904 & 1929  
East Suffolk Illustrated 1909  
English Heritage: Guidance on conservation area appraisals, 2006  
English Heritage: Guidance on the management of conservation areas, 2006  
Understanding Place: Conservation area designation, appraisal and management. English Heritage 2010  
The Buildings of England, Suffolk, Nikolaus Pevsner  
The Norfolk Broads, A Landscape History, Tom Williamson  
Oulton Broad Study, Broads Authority 1991  
George Borrow's Oulton, Ivan Bunn  
The Story of Oulton Broad from Ancient Times, Jon Read  
Broad House, The home of Lowestoft Museum & Nicholas Everitt, Jon Read  
Sir Samuel Morton Peto, Tricia Cuming  
Suffolk Heritage Environment Record

The Place Names of Suffolk, Walter Skeat (1913).  
Broads Landscape Character Assessment

*Websites consulted include;*

A Walk around Oulton Parish

Lowestoft Heritage

Broadland Memories

Vision of Britain

DRAFT



## Oulton Broad Conservation Area

APPENDIX 2

© Crown copyright and database right 2014. Ordnance Survey Licence number 100021573. You are not permitted to copy, sub-license, distribute or sell any of this data to third parties in any form.

conservation area  
 conservation area extension  
 Broads Authority boundary



OUNORTHN



### Oulton Broad Conservation Area Appraisal Consultation responses.

The appraisal was prepared in consultation with Waveney District Council as part of the conservation area is within their boundary.

A public consultation morning was held between 9.45 am and 1.00 pm on Saturday 18 October 2014 at the Commodore Mission Hall, Gorleston Road, Oulton Broad. This was attended by officers from the Broads Authority Planning Team and by 27 members of the public to ask questions, propose or suggest minor amendments to the appraisal or boundary, and raise issues of concern.

From	Comment	BA response
Resident, Borrow Rd	No objections to boundary change. Supports reinstatement of Free Quay. Priority should be given to environmental improvements.	Comments noted
Resident, Swanell Court	Supports the preservation of the natural environment	Comments noted
Resident	Would welcome any opportunities for enhancement in the conservation area	Comments noted
Residents of Broadland Court	<ul style="list-style-type: none"> <li>• Include all housing areas on edge of Broad in conservation area</li> <li>• Concern re traffic congestion in Bridge Road &amp; Saltwater Way – 3<sup>rd</sup> crossing needed</li> <li>• Support for development of former Pegasus site</li> <li>• Support for preservation of Nicholas Everitt Park</li> <li>• Suggest increased planting beside Saltwater Way</li> </ul>	<ul style="list-style-type: none"> <li>• Considered by HARG minor boundary change made</li> <li>• Outside conservation area/BA boundary – refer comment to SCC &amp; WDC</li> <li>)</li> <li>) Comments noted</li> <li>)</li> <li>• Refer comment to SCC &amp; WDC</li> </ul>
Resident, Broadview Road	<ul style="list-style-type: none"> <li>• Opposed to any change to short term parking in The Crescent</li> <li>• Conservation status to marshes to South</li> </ul>	<ul style="list-style-type: none"> <li>• Appraisal text amended to reflect comment</li> <li>• Protected by other designations</li> </ul>
Resident	Fully supports proposed boundary extensions	Comment noted
Agent on behalf of resident	Enquiry re implications for the development at Pegasus Mews	Email explanation of implications of proposed designation sent – no further comments received.
Residents, Borrow Road	Support: <ul style="list-style-type: none"> <li>• proposed extensions</li> <li>• additional interpretation of whole area</li> <li>• Re-opening of Free Quay.</li> <li>• Suggest public access to waterside on Pegasus site.</li> </ul>	) ) ) Comments noted and will be taken into account. ) )

	<ul style="list-style-type: none"> <li>Additional refuse bins on Caldecott Road for fishermen.</li> </ul>	Refer to WDC
# (Waveney & Oulton Broad Yacht Club)	Object to the extension of the conservation are – concerns over restrictions on future development.	BA response sent setting out the implications of designation within BA boundary.
# Resident, Bridge Road	Requested further information	Further information sent – no further comments received
# Resident, Bridge Road	<ul style="list-style-type: none"> <li>Major concerns over parking in Bridge Road &amp; at entrance to Park – opposed to reducing existing parking</li> <li>Supportive in principle of protection for the area</li> <li>Concerned about cost of replacing UPVC windows with timber</li> </ul>	<ul style="list-style-type: none"> <li>Appraisal text amended to reflect comment</li> </ul> ) ) Comments noted. )
# Business, Bridge Road and Oulton Broad Community Enterprise	<p>Emphasise local residents use of Bridge Road, not just tourists</p> <p>Concerns re:</p> <ul style="list-style-type: none"> <li>Existing street lighting</li> <li>Suggested demolition of 119A Bridge Road</li> <li>Any reduction in car parking provision</li> </ul>	
# Resident, Bridge Road & Friends of Nicholas Everitt Park	<p>Supports:</p> <ul style="list-style-type: none"> <li>Inclusion of Nicholas Everitt Park</li> <li>Reinstatement of Free Quay</li> </ul> <p>Concerned about drainage of Land Spring Drain &amp; effect in Park</p>	)Comments noted ) Refer IDB & Environment Agency
# Resident Romany Road	Suggests that CA status be withdrawn due to loss of character on North Shore area, but include wetland area to SW	Comments noted. Wetland area to SW protected by other designations.
Norfolk & Suffolk Boating Association	Object to the extension of the conservation are – concerns over restrictions on future development.	BA response sent setting out the implications of designation within BA boundary.
# Resident, Commodore Road	<p>Concerns re Wherry Hotel car park:</p> <ul style="list-style-type: none"> <li>Rights of access&amp; deliveries to property adjacent to car park</li> <li>Drainage</li> <li>Current tree issue</li> </ul>	) ) On-going issues noted - not relevant to conservation area status ) <ul style="list-style-type: none"> <li>Being dealt with</li> </ul>
# Oulton Broad business	<p>Promote tourism through:</p> <ul style="list-style-type: none"> <li>Improvements to Yacht Station</li> <li>Additional moorings space for visitors</li> <li>Oulton Broad as gateway to Waveney Valley</li> </ul>	) )Comments noted ) )

	Concerned about loss of traditional boatyard use	
# Resident	<ul style="list-style-type: none"> <li>Extend boundary to include properties to remainder of north shore</li> <li>Extend boundary to south to include all of Broad (water)</li> </ul>	<p>Considered by HARG do not meet criteria for inclusion.</p> <ul style="list-style-type: none"> <li>Amend map to include whole of water</li> </ul>
# Resident	<p>Pegasus site, opportunity to include:</p> <ul style="list-style-type: none"> <li>Visitor moorings</li> <li>Fuelling stage</li> </ul>	Comments noted
# Resident, Bridge Road (east side) at consultation morning & separate meeting with BA officer, discussion confirmed by email	<ul style="list-style-type: none"> <li>Residents parking and potential restriction of parking generally implied in appraisal</li> <li>Road traffic signage needs amending</li> <li>Flooding issues in &amp; around the Park</li> <li>Stagnation of duck pond in Park</li> <li>Management of temporary barriers on waterside</li> <li>Include housing on north-east corner of Broad</li> </ul>	<ul style="list-style-type: none"> <li>Appraisal text amended to reflect comments.</li> <li>Refer to SCC</li> <li>Refer to IDB &amp; Environment Agency</li> <li>Refer to IDB &amp; Environment Agency</li> <li>Already mentioned in appraisal text</li> <li>Considered by HARG do not meet criteria for inclusion.</li> </ul>
# Resident, Colman's Cut	<ul style="list-style-type: none"> <li>Existing storage of 'chattels'</li> <li>Affect of designation on future development</li> </ul>	<ul style="list-style-type: none"> <li>No affect if no development is proposed</li> </ul>
# Resident, Ice House Lane & The Broads Society	<ol style="list-style-type: none"> <li>Proposed development at the Pegasus site</li> <li>Concern that site remains undeveloped &amp; is in an unsightly condition</li> <li>Proposed development is out of scale and too dense</li> <li>Concern about effect of traffic on inadequate local roads during &amp; after construction</li> <li>Offer guidance to Wherry Hotel re: boundary treatment &amp; car parking arrangements</li> <li>Supportive of inclusion of Nicholas Everitt Park and Oulton Broad village</li> <li>Extend boundary to include southern read beds, quays &amp; Broadland Holiday Village</li> <li>Extend proposed boundary to include houses to north of Commodore PH</li> </ol>	<p>)</p> <p>)</p> <p>)</p> <p>)</p> <p>)</p> <p>)</p> <p>)</p> <p>) Comments noted</p> <p>)</p> <p>)</p> <p>)</p> <p>)</p> <p>Considered by HARG does not meet criteria for inclusion.</p> <p>Considered by HARG do not meet criteria for inclusion.</p>
<b>Comments received following revisions to the appraisal and consultation letter of 24 February 2015</b>		
Oulton Broad Community Enterprise	<p>Second draft of the appraisal discussed at a meeting of the OBCE, which agreed that:</p> <ul style="list-style-type: none"> <li>It is an acceptable aspirational document regarding the longer term hopes of the Planning Authorities for</li> </ul>	

	<p>the area</p> <ul style="list-style-type: none"> <li>The document clarifies the role that Planning has to play and the effect of planning on residents</li> </ul> <p>Various geographical errors in the document were pointed out</p>	The second draft of the appraisal has been amended to correct the geographical errors
--	---	---

#### # - Attended the consultation morning

From the statutory/amenity bodies consulted, responses were received as follows:

Organisation	Comment	BA response
Waveney District Council	<ul style="list-style-type: none"> <li>In agreement with the changes that are proposed for their area, including the proposed extension of the conservation area to include the east side of Bridge Road, south of the bridge.</li> <li>Expressed concern that two of the buildings in their area proposed for local listing do not fulfil our adopted criteria for local listing.</li> <li>updated WDC policy information provided</li> </ul>	<ul style="list-style-type: none"> <li>Noted</li> <li>These two buildings omitted from the appraisal document</li> <li>Document amended accordingly</li> </ul>
English Heritage	<ul style="list-style-type: none"> <li>The proposed extension of the conservation area should meet the criteria set out in paragraph 127 of the NPPF – should have special architectural or historic interest</li> <li>Section 72 of the 1990 Act already allows Authorities to ensure that development on the boundary of a conservation area preserves or enhances the character of the conservation area</li> </ul>	<ul style="list-style-type: none"> <li>Historic England sought further clarification to ensure that the extended area met the requirement set out in Paragraph 127 of the NPPF that this area justified such status because of its special architectural or historic merit. Following the initial appraisal, the extended areas were revisited and officers concluded that, although there has been some erosion of quality in places along the eastern side of Bridge Road, the area should be included for special and contextual reasons. Historic England has confirmed agreement to this.</li> </ul>
Suffolk County Council	Did not wish to comment	
Broads Society	Did not wish to comment	
Suffolk Preservation Society	Did not wish to comment	

**Heritage Asset Review Working Group  
Membership**  
Report by Historic Environment Manager

<b>Summary:</b>	This report invites members of the Planning Committee to appoint members on to the Heritage Asset Review Group in light of the decisions made at the Authority meeting on 10 July 2015 and earlier in this meeting.
<b>Recommendation:</b>	That members are invited to consider the appointment of members on to the Working Group.

## **1 Introduction and Background**

- 1.1 One of the three main purposes of the Broads Authority is to conserve and enhance the natural beauty, wildlife and cultural heritage of the Broads and particular reference is included within Chapter 2 of the current Broads Plan 2011. The Broads Authority Strategic Priorities have identified the need to identify buildings for inclusion on a local list and a continued review of Conservation Areas in line with national performance indicators as well as seeking the continuing protection and enhancement of the area's cultural landscape
- 1.2 In March 2010, The Planning Committee agreed to set up the Heritage Asset Review Member Working Group to provide officers with direction concerning the protection of Heritage Assets in particular the high number of Buildings at Risk identified by the survey. The Heritage Asset Review Group (HARG) had its first meeting on 26 March 2010 and in total has now had 16 meetings.
- 1.3 HARG provides a very useful mechanism by which Officers can provide updates to and seek guidance directly from members on work in progress relating to all aspects of the Historic Environment in an informal and consensual way. Reporting back to the Planning Committee provides a formal and appropriate level of scrutiny for the work of the group.
- 1.4 The Group was reviewed in October 2013 and it was considered that the group provided a very helpful role in addressing specific and detailed issues relating to the cultural heritage of the Broads and that it should continue to do so reporting back to the Planning Committee as required.
- 1.5 HARG's Membership is made up of five Members of the Broads Authority Planning Committee and includes the Chair and Vice Chair of the Planning

Committee, and three other Members. The Membership agreed at its meeting in March was as follows:

Murray Gray - Chair of Planning Committee  
Colin Gould - Vice Chair of Planning Committee  
Mike Barnard  
Jacquie Burgess  
Peter Warner

1.6 HARG meets three times a year every four months following Planning Committee meetings and reports to the next scheduled Planning Committee meeting. The terms of reference of the Group are attached for Member's information at Appendix 1.

1.7 The Chairman and Vice-Chairman of the Planning Committee will automatically be members of HARG and these may be confirmed as a result of decisions made earlier in this meeting. In light of Peter Warner now no longer being on the Planning Committee, Members are asked to appoint another Member in his place. Members will recall that the Authority agreed that Sholeh Blane should be Heritage Champion and it may be considered appropriate for Miss Blane to be appointed to the Group. This does not preclude other members from becoming involved.

## **2 Role of the Group**

2.1 The need to determine what action needs to be taken in specific instances with regard to some Heritage issues - for example what particular action to take regarding a Building At Risk, how to prioritise action and develop a strategy for Buildings at Risk is a continuous process and the group has provided guidance on this very successfully.

2.2 The Group establishes what level of Enforcement action is appropriate in individual instances where unauthorised work has taken place.

2.3 The Group monitors the inclusion of buildings on a local list in order that consistency is assured and inclusion justified in case of challenge prior to adoption by Planning Committee is a continuing process.

2.4 The Group is particularly useful in providing guidance and on priorities for updating appraisals and management plans for existing and new conservation areas before they are taken to Planning Committee.

2.5 The Group also helps to further explore and advise on what might be appropriate in terms of partnership working and external funding opportunities in order to maximise positive impact on the Historic Environment.

2.6 The Group also provides guidance on establishing the best method of publishing advice and Guidance to owners in order to achieve the maximum impact and benefit to the Historic Environment.

### **3 Financial implications**

- 3.1 There are potential financial implications from serving urgent works notices, repairs notices and building preservation notices and other mechanisms to secure the repair of historic assets. Similarly there are financial implications to taking enforcement action, preparing of a List of Locally important Heritage Assets and the preparation and publication of guidance for owners.

### **4 Conclusions**

- 4.1 The HARG group addresses specific and detailed issues relating to the Historic Environment in the Broads reporting back to Planning Committee as required. In order to continue to address these specific issues, and to further progress, both the input and approval of Members will continue to be required on particular courses of action that may be appropriate in individual circumstances.

Background papers: None

Author: Ben Hogg/Sandra Beckett

Date of report: July 2015

Appendices: APPENDIX 1 – Role of the Working Group

### **Role of the Working Group**

The role of the Working Group is to advise officers on these issues which could include Authorisation of the serving of Urgent works and Repairs notices, Building Preservation notices, Enforcement notices. In the case of designation of new Conservation Areas and adoption of re-appraisals and management plans for existing Conservation Areas, these will continue to be reported to the Planning Committee for decision.

These matters are delegated to Officers specifically in the case of urgency when they might be exercised after consultation with the Chair or Vice-Chair of Planning Committee. It is not proposed to alter this arrangement.

### **Working Group Terms of Reference**

The group is asked to look at the issue of Cultural Heritage with a view to:

- Protecting heritage assets identified as being “at risk “and prioritising and taking appropriate action to achieve their protection. Developing and adopting a strategy for their long/medium/short term future. This includes heritage assets at risk from Climate Change and developing and approving the publication of advice to owners of heritage assets.
- Developing and adopting criteria for the preparation of a list of locally important heritage assets and developing and adopting a strategy for their long/medium/short term future – identifying where and what changes of use might be appropriate in order to secure the future of the asset.
- Considering where necessary, appropriate enforcement action against unauthorised works to protected structures.
- Considering appropriate methodology for the preservation and enhancement of designated conservation areas in the Broads Authority Executive Area. Considering re-appraisals and boundary changes to existing Conservation Areas and the designation of new Conservation Areas in the Broads Authority executive area, including Landscape character assessment work.
- Exploring opportunities for partnership working with other organisations and agencies (English Heritage other parks etc) involved in the Historic Environment and also opportunities for external funding.

### **Reporting Mechanism and meeting frequency.**

The working group meets quarterly or three times a year as business requires and reports to the Broads Authority Planning Committee.



**Enforcement Update**  
Report by Head of Planning

**Summary:** This table shows the monthly updates on enforcement matters.

**Recommendation:** That the report be noted.

## 1 Introduction

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

Committee Date	Location	Infringement	Action taken and current situation
5 December 2008	“Thorpe Island Marina” West Side of Thorpe Island Norwich (Former Jenners Basin)	Unauthorised development	<ul style="list-style-type: none"> <li>• Enforcement Notices served 7 November 2011 on landowner, third party with legal interest and all occupiers. Various compliance dates from 12 December 2011</li> <li>• Appeal lodged 6 December 2011</li> <li>• Public Inquiry took place on 1 and 2 May 2012</li> <li>• Decision received 15 June 2012. Inspector varied and upheld the Enforcement Notice in respect of removal of pontoons, storage container and engines but allowed the mooring of up to 12 boats only, subject to provision and implementation of landscaping and other schemes, strict compliance with conditions and no residential moorings</li> <li>• Challenge to decision filed in High Court 12 July 2012</li> <li>• High Court date 26 June 2013</li> </ul>

Committee Date	Location	Infringement	Action taken and current situation
			<ul style="list-style-type: none"> <li>• Planning Inspectorate reviewed appeal decision and agreed it was flawed and therefore to be quashed</li> <li>• “Consent Order “has been lodged with the Courts by Inspectorate</li> <li>• Appeal to be reconsidered (see appeals update for latest)</li> <li>• Planning Inspector’s site visit 28 January 2014</li> <li>• Hearing held on 8 July 2014</li> <li>• Awaiting decision from Inspector</li> <li>• Appeal allowed in part and dismissed in part. Inspector determined that the original planning permission had been abandoned, but granted planning permission for 25 vessels, subject to conditions (similar to previous decision above except in terms of vessel numbers)</li> <li>• Planning Contravention Notices issued to investigate outstanding breaches on site</li> <li>• Challenge to the Inspector’s Decision filed in the High Courts on 28 November 2014 (s288 challenge)</li> <li>• Acknowledgment of Service filed 16 December 2014. Court date awaited</li> <li>• Section 73 Application submitted to amend 19 of 20 conditions on the permission granted by the Inspectorate</li> <li>• Appeal submitted to PINS in respect of Section 73 Application for non-determination</li> <li>• <b>Section 288 challenge submitted in February 2015</b></li> <li>• <b>Court date of 19 May 2015</b></li> <li>• <b>Awaiting High Court decision</b></li> </ul>
17 August 2012	The Ferry Inn, Horning	Unauthorised fencing, importation of	<ul style="list-style-type: none"> <li>• Enforcement Notice served in respect of trailer on 25 September 2013</li> <li>• <b>Compliance required by 11 November 2015</b></li> </ul>

Committee Date	Location	Infringement	Action taken and current situation
		material and land-raising and the standing of a storage container	<ul style="list-style-type: none"> <li>• <b>Further breaches identified and negotiations underway</b></li> </ul>
8 November 2013	J B Boat Sales, 106 Lower Street, Horning	Unauthorised building of new office not in accordance with approved plans	<ul style="list-style-type: none"> <li>• Authority for serving an Enforcement Notice in consultation with the solicitor requiring the removal of a prefabricated building and restoration of site, with a compliance period of three months. Authority to prosecute in the event of non-compliance</li> <li>• Enforcement Notice served 19 November 2013</li> <li>• Compliance required by 6 April 2014</li> <li>• Negotiations underway regarding planning application.</li> <li>• Compliance not achieved and no application submitted</li> <li>• Solicitor instructed to commence Prosecution proceedings</li> <li>• Case to be heard in Norwich Magistrates Court on 28 January 2014</li> <li>• Case adjourned to 25 February 2015</li> <li>• Planning application received 13 February 2015 and adjournment to be requested for Hearing</li> <li>• <b>Revised Scheme submitted and approved</b></li> <li>• <b>Remedial works to be completed by 8 August 2015</b></li> </ul>
10 October 2014	Wherry Hotel, Bridge Road, Oulton Broad –	Unauthorised installation of refrigeration unit.	<ul style="list-style-type: none"> <li>• Authorisation granted for the serving of an Enforcement Notice seeking removal of the refrigeration unit, in consultation with the Solicitor, with a compliance period of three months; and authority be given for prosecution should the enforcement notice not be complied with.</li> <li>• Planning Contravention Notice served</li> <li>• Negotiations underway</li> </ul>

Committee Date	Location	Infringement	Action taken and current situation
			<ul style="list-style-type: none"> <li>• Planning Application received</li> <li>• Planning permission granted 12 March 2015. Operator given six months for compliance</li> <li>• <b>Additional period of compliance extended to end of December 2015</b></li> </ul>
10 October 2014	Land at Newlands Caravan Park, Geldeston	Unauthorised Erection of structures comprising toilet/shower unit, open fronted storage building and small shed	<ul style="list-style-type: none"> <li>• landowner to be invited to submit a planning application for the unauthorised structures</li> <li>• if no planning application is submitted within three months, authority granted to serve an Enforcement Notice in consultation with the Solicitor requiring the removal of the unauthorised structures with a compliance period of three months</li> <li>• authority given to proceed with prosecution of the owner should the enforcement notice not be complied</li> <li>• Deadline of 15 January 2015 for receipt of valid application</li> <li>• No application received at 15 January 2015</li> <li>• Negotiations underway with landowner</li> <li>• Site visit indicated further breaches of planning control</li> <li>• Some further clearance, further negotiations underway</li> <li>• <b>Site broadly in compliance</b></li> </ul>
5 December 2014	Staithe N Willow	Unauthorised erection of fencing	<ul style="list-style-type: none"> <li>• Compromise solution to seek compliance acceptable subject to the removal of the 2 metre high fence by 31 October 2015</li> <li>• <b>Site to be checked 1 November 2015</b></li> </ul>

## **2 Financial Implications**

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

Background papers: BA Enforcement files

Author: Cally Smith  
Date of report: 8 July 2015

Appendices: Nil

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

**Summary:** This report sets out the position regarding appeals against the Authority since March 2015.

**Recommendation:** That the report be noted.

**1 Introduction**

- 1.1 The attached table at Appendix 1 shows an update of the position on appeals to the Secretary of State against the Authority since March 2015.

**2 Financial Implications**

- 2.1 There are no financial implications.

Background papers: BA appeal and application files.

Author: Sandra A Beckett  
Date of report 6 July 2015

Appendices: APPENDIX 1 – Schedule of Outstanding Appeals to the Secretary of State since March 2015

## APPENDIX 1

### Schedule of Outstanding Appeals to the Secretary of State since March 2015

<b>Start Date of Appeal</b>	<b>Location</b>	<b>Nature of Appeal/ Description of Development</b>	<b>Decision and Date</b>
3-3-15	<b>App Ref</b> <b>E9505/W/15/3004216</b> <b>BA/2014/0381/FUL</b> <b>BA/2015/0002/REF</b> 104 Lower Street, Horning, NR12 8PF  <b>Mr and Mrs John and June Wright</b>	<b>Appeal against refusal</b> Alteration of existing south west facing window and formation of a double doorway in place of double opening window and formation of access via external stairway to quay head decking area	Delegated Decision on 17 December 2014  Questionnaire and Notification Letters sent by 10-3-15  Statement sent by 7 April 2015
28-05-15	<b>App Ref</b> <b>BA/2015/0002/REF</b>  <b>APP/E9505/W/15/3013 891</b> <b>BA/2014/0281/COND</b> <b>Pampas Lodge</b> <b>Holiday Park</b> <b>The Street,</b> <b>Haddiscoe NR14 6AA</b>  <b>Mr Colin Shirley</b>	<b>Appeal against refusal</b> Variation of Condition 6 of 1998/1645/CU to allow use of caravan pitch for year-round warden's accommodation	Delegated Decision on 3 December 2014  Questionnaire and Notification Letters sent 04-06-15  Statement sent by 02-07-2015
10-06-15	<b>App Ref</b> <b>BA/2015/0002/REF</b>  <b>APP/E9505/W/15/3013 891</b> <b>BA/2014/0281/COND</b> <b>Pampas Lodge</b> <b>Holiday Park</b> <b>The Street,</b> <b>Haddiscoe NR14 6AA</b>  <b>Mr Colin Shirley</b>	<b>Appeal for costs in respect of appeal at Pampas Lodge Holiday Park</b>	Response sent by 02-07-2015

## Decisions made by Officers under Delegated Powers

Report by Director of Planning and Resources

**Broads Authority  
Planning Committee**

24 July 2015

Agenda Item No. 19

Summary:	This report sets out the delegated decisions made by officers on planning applications from 15 June 2015	to 13 July 2015
Recommendation:	That the report be noted.	

Application	Site	Applicant	Proposal	Decision
<b>Aldeby Parish Council</b>				
BA/2015/0120/HOUSEH	East End Barn East End Lane Aldeby Beccles Norfolk NR34 0BF	Mr Barry Wright	Erection of oak framed two bay car port to the north of the house and in line with existing outbuildings.	Approved Subject to Conditions
BA/2015/0191/HOUSEH	East End Farm East End Lane Aldeby Beccles Norfolk NR34 0BF	Mr Benjamin Watts	Erection of three bay cart store.	Approved Subject to Conditions
<b>Barsham And Shipmeadow PC</b>				
BA/2015/0154/HOUSEH	3 Hill Cottages The Hill Shipmeadow Beccles Suffolk NR34 8HJ	Mr And Mrs T Levett	Single storey side extension and external insulation and rendering to original building.	Approved Subject to Conditions
<b>Geldeston Parish Council</b>				
BA/2015/0144/HOUSEH	The Hollies 26 Station Road Geldeston Beccles Norfolk NR34 0HS	Mr Mark Turner	Two storey extension to the side and re model sun room to the front.	Approved Subject to Conditions
<b>Great Yarmouth Town</b>				
BA/2015/0146/HOUSEH	11 River Walk Great Yarmouth Norfolk NR30 4BZ	Mr D O'Kane	Proposed extension	Approved Subject to Conditions



Application	Site	Applicant	Proposal	Decision
<b>Hoveton Parish Council</b>				
<b>BA/2015/0135/HOUSEH</b>	<b>Little Crabbetts Horning Road Hoveton Norwich Norfolk NR12 8JW</b>	<b>Mr And Mrs John Reid</b>	<b>Proposed new slipway</b>	<b>Approved Subject to Conditions</b>
<b>BA/2015/0139/HOUSEH</b>	<b>Sunny Waters Meadow Drive Hoveton Norwich Norfolk NR12 8UN</b>	<b>Mr Ian Huckle</b>	<b>Proposed demolition of garage and proposed alterations and extension of the property in place of the garage.</b>	<b>Approved Subject to Conditions</b>
<b>Mettingham Parish Council</b>				
<b>BA/2015/0108/HOUSEH</b>	<b>2 Old Post Office Cottages Beccles Road Mettingham Bungay Suffolk NR35 1TD</b>	<b>Mr John East</b>	<b>Demolish existing garages, construct 2 storey side extension, one storey rear extension, alter windows.</b>	<b>Approved Subject to Conditions</b>
<b>Potter Heigham Parish Council</b>				
<b>BA/2015/0184/HOUSEH</b>	<b>Eastcote 73 North East Riverbank Bridge Road Potter Heigham Great Yarmouth Norfolk NR29 5NE</b>	<b>Mr Anthony Adams</b>	<b>Creation of a slipway.</b>	<b>Approved Subject to Conditions</b>
<b>BA/2015/0160/HOUSEH</b>	<b>65 North East Riverbank Bridge Road Potter Heigham Great Yarmouth Norfolk NR29 5NE</b>	<b>Mr And Mrs C Cullingford</b>	<b>Enlargement of existing boat dock and erection of a new boathouse over.</b>	<b>Approved Subject to Conditions</b>
<b>BA/2015/0150/HOUSEH</b>	<b>Willow North East Riverbank Bridge Road Potter Heigham Great Yarmouth NR29 5NE</b>	<b>Mr Reg Coxsey</b>	<b>Proposed extension to front and side to form bedroom and larger living area with internal and external alterations.</b>	<b>Approved Subject to Conditions</b>

Application	Site	Applicant	Proposal	Decision
<b>Reedham Parish Council</b>				
<b>BA/2015/0147/FUL</b>	<b>Joseph House 1 Church Road Reedham Norwich Norfolk NR13 3TZ</b>	<b>Joseph House Ltd</b>	<b>Build an extra room in place of a portakabin</b>	<b>Approved Subject to Conditions</b>
<b>Stalham Parish Council</b>				
<b>BA/2015/0168/FUL</b>	<b>Wayford Nurseries Wayford Road Wayford Bridge Norfolk NR12 9LJ</b>	<b>Mrs Kate Artherton</b>	<b>Proposed coffee shop, patio and play area</b>	<b>Approved Subject to Conditions</b>
<b>Sutton Parish Council</b>				
<b>BA/2015/0110/HOUSEH</b>	<b>Longmoor Point Wood Street Catfield Great Yarmouth Norfolk NR29 5DF</b>	<b>Mr Duncan Macgregor</b>	<b>Proposed single storey garden studio - enlargement and alterations to existing balcony and porch.</b>	<b>Approved Subject to Conditions</b>
<b>Thurne Parish Council</b>				
<b>BA/2015/0130/FUL</b>	<b>St Edmunds Church Church Road Thurne Thurne Great Yarmouth Norfolk NR29 3BT</b>	<b>Mrs Patricia George</b>	<b>Installation of a new roof structure and thatched roof covering above the existing structure of the Chancel and installation of a new lath and plaster ceiling and associated repair works.</b>	<b>Approved Subject to Conditions</b>