

Planning Committee

Agenda 16 August 2019

10.00am

Yare House, Thorpe Road, Norwich, NR1 1RY

Committee papers and accessibility

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Our thanks go to the Norfolk and Norwich Association for the Blind for testing our new templates and helping with staff training.

If you have any questions or comments, please email us at committee@broads-authority.gov.uk or telephone 01603 610734.

Introduction

1. To receive apologies for absence and introductions
2. **Appointment of Chair**
Nominations have been received for: Melanie Vigo di Gallidoro proposed by Bill Dickson, seconded by Jacquie Burgess
3. **Appointment of Vice-Chair**
Nominations have been received for: Bruce Keith proposed by Jacquie Burgess, seconded by Melanie Vigo di Gallidoro
4. To receive declarations of interest
5. **To receive and confirm the minutes of the Planning Committee meeting held on 19 July 2019** (Pages 3-13)
6. Points of information arising from the minutes
7. To note whether any items have been proposed as matters of urgent business

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
10. To consider applications for planning permission including matters for consideration of enforcement of planning control:
 - 10.1. **BA/2019/0112/FUL Land adjacent to Cordova Cottages, the Staithe, Stalham** (Pages 14-23)
 - 10.2. **BA/2019/0214/FUL Redundant car park (serving former Windboats Marine site), Grange Walk, Wroxham** (Pages 24-32)

Enforcement

11. **Enforcement update** (Pages 33-34)
Report by Head of Planning

Policy

12. **Norfolk Strategic Planning Framework version 2 for endorsement** (Pages 35-36)
Report by Planning Policy Officer

Matters for information

13. **Appeals to the Secretary of State update** (Pages 37-39)
Report by Administrative Officer
14. **Decisions made by Officers under delegated powers** (Pages 40-43)
Report by Head of Planning
15. **To note the date of the next meeting – Friday 13 September 2019 at 10.00am at Yare House, 62/64 Thorpe Road, Norwich**

Planning Committee

Minutes of the meeting held on 19 July 2019

Contents

1.	Apologies and welcome	2
	Openness of Local Government Bodies Regulations 2014	2
2.	Declarations of interest and introductions	2
3.	Minutes of Planning Committee meeting held on 28 June 2019	2
4.	Points of information arising from the minutes	2
5.	To note whether any items have been proposed as matters of urgent business	3
6.	Chairman's announcements and introduction to public speaking	3
7.	Requests to defer applications and/or vary the order of the agenda	3
8.	Applications for planning permission	3
	(1) BA/2019/0118/FUL Former Marina Quays, Port of Yarmouth Marina, Caister Road, Great Yarmouth, NR30 4DL	3
	(2) BA/2018/0149/FUL Broadlands Marina, Marsh Lane, Oulton Broad	6
9.	Enforcement Update	9
10.	Local Development Scheme	9
11.	Consultation Documents and Proposed Response: Beccles Neighbourhood Area	9
12.	Appeals to the Secretary of State	9
13.	Decisions made by officers under delegated powers	10
14.	Date of next meeting	10
	Appendix 1	11
	Declaration of interests Planning Committee, 19 July 2019	11

Present

Melanie Vigo di Gallidoro – in the Chair, Jacquie Burgess, Bill Dickson, Bruce Keith, Lana Hemsall, Haydn Thirtle, Vic Thomson.

In attendance

Sandra Beckett – Administrative Officer (Governance), Natalie Beal – Planning Policy Officer (For minute 8(1) 10 and 11), Steven Bell – Solicitor, Ben Hogg – Historic Environment Manager (Minute 8(1)), Rob Rogers – Director of Operations (for Minute 8(2)), Cally Smith – Head of Planning, and Marie-Pierre Tighe – Director of Strategic Services.

Members of the public in attendance who spoke

Mr Ian Newman – the Applicant for BA/2019/0118/FUL Marina Quays, Great Yarmouth.

Mr Ben Falat – on behalf of Oulton Broad Parish Council, Margaret Shelley – on behalf of applicant, Paul Spriggins – the Applicant, Edward Back – Councillor on behalf of Ward members for application BA/2019/0149/FUL Broadlands Marina, Marsh Lane, Oulton Broad.

1. Apologies and welcome

The Chairman welcomed everyone to the meeting.

Apologies: No apologies received.

Openness of Local Government Bodies Regulations 2014

The Chair gave notice that the Authority would be recording the meeting in accordance with the Code of Conduct, with the Authority retaining the copyright. No other member of the public indicated that they would be recording the meeting.

2. Declarations of interest and introductions

Members and staff introduced themselves. Members provided their declarations of interest as set out in Appendix 1 to these minutes in addition to those already registered. The Chairman declared an interest on behalf of all members at Minute 12/8(i) relating to BA/2019/0118/FUL as the Authority had been offered a mooring in association with the planning application.

3. Minutes of Planning Committee meeting held on 28 June 2019

The minutes of the meeting held on 28 June 2019 were approved as a correct record and signed by the Chairman.

4. Points of information arising from the minutes

There were no points arising from the minutes.

5. To note whether any items have been proposed as matters of urgent business

There were no items of urgent business.

6. Chairman's announcements and introduction to public speaking

Public Speaking: The Chair stated that public speaking was in operation in accordance with the Authority's Code of Conduct for Planning Committee. Those who wished to speak were invited to come to the Public Speaking desk when the application on which they wished to comment was being presented.

7. Requests to defer applications and/or vary the order of the agenda

No requests to defer or vary the order of the agenda had been received.

8. Applications for planning permission

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

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

(1) BA/2019/0118/FUL Former Marina Quays, Port of Yarmouth Marina, Caister Road, Great Yarmouth, NR30 4DL

Erection of 7 residential dwellings, 12 permanent residential moorings, 9 resident moorings, 10 visitor moorings, 1 mooring for Broads Authority, the redevelopment of the Marina building as offices & storage with associated landscaping & parking

Applicant: Mr Ian Newman

The Head of Planning stated that the application was before members as it was a major application and there had been objections. She reminded members that the site had been the subject of a Section 215 notice following complaints about its blighted and derelict condition.

The Head of Planning gave a detailed presentation and assessment of the revised application for the installation of 12 new permanent residential moorings, 200m visitor moorings nearer to Great Yarmouth and seven residential units with nine associated moorings. The site was situated on a long thin transitional site along the River Bure between open marshes on the other side of the river to the west and a more urban character of Great Yarmouth on the east. To the east of the site was the residential road River Walk. The seven residential units proposed were within the central area of the application site where the vehicular access

entered the site. Four would be along the riverside, two would be single storey and two 2-storey designed to take account of flood risk, whilst three 2-storey houses would be adjacent to River Walk with a more traditional design in keeping with the properties in this location. A parking space would be available for each of the permanent residential moorings and each dwelling had two parking spaces allocated to it. The derelict marina building was proposed to be restored and refurbished for use as a manager's office and storage space for the 12 residential moorings. The original toilet block would be demolished. A 35m length area was identified for Broads Authority use and had been offered to the Authority. This could be used as a de-masting mooring and would require further discussion with the landowner.

The Head of Planning detailed further consultations which had been received since the writing of the report, including an agreement in principle from Great Yarmouth Borough Council about the details of the provision of affordable housing. No further representations had been received from neighbours.

The Head of Planning also updated the Committee on the issue of access which had been of considerable concern to residents. There was a footpath adjacent to the river parallel to Marl Heap Road, and whilst it was well used, it currently had no formal status. The local residents had put in an application to Norfolk County Council to make this a public right of way, but the landowner was content to agree to formally dedicate it and processes were underway to dedicate the footpath so as it would become a public right of way.

Additionally, instead of using River Walk as the access a new access would be created off the A149 and this would be shared with Bure Park. The Highways Authority considered the new access to be satisfactory. Marl Heap Road, the subject of considerable concern from local residents, was subject to a Traffic Regulation Order which prevented vehicles using it.

The Head of Planning assessed the application particularly in relation to the principle of the development, the provision of affordable housing, location and design, visual appearance in terms of the wider landscape, impact on the neighbouring amenity, impact on public rights of way and highway safety, flood risk and impact on navigation.

In concluding the assessment, the Head of Planning commented that in principle there was strong support for redevelopment of the site bearing mind that the potential uses were limited due to its constrained nature. The mixed uses proposed would maximise the land and water opportunities adjacent to the development boundary and the design and layout of the proposed residential use addressed the issues of concern raised on the previous application. It was noted that discussions concerning affordable housing in relation to the requirement for a commuted sum had been ongoing with Great Yarmouth Borough Council and the applicant. A commuted sum for the affordable housing had been agreed in principle and this would be tied into a Section 106 Agreement. The mixture of proposed moorings appeared to be positive with the number provided for visitors complementing the use of the Yacht station. The river was wide enough in this location so as not to impede navigation but conditions could be imposed to restrict the beam width and double mooring. Safety measures would be also required. The management of the site and the potential reduction in vandalism was also considered to be acceptable and welcome. There would be some impact on neighbouring

amenity as there would be additional activity on the site but it was in public use and on a stretch of river already well used. With reference to flood risk, the Environment Agency had set out some conditions required particularly in relation to the flood wall. Officers were satisfied that the flood risk measures could provide satisfactory mitigation.

The revised application had gone a long way to address the concerns raised. It was considered to be a welcome, well thought out and positive scheme for the redevelopment of a poor quality, derelict site in an important and prominent location seen as a gateway to Yarmouth and the Broads, which was in accordance with the Broads Local Plan policies. The Head of Planning therefore recommended approval subject to the conditions set out in the report with an additional 7 to cover: sewage and surface water management, a construction management plan, the marina building to be in use prior to commencement of the use residential moorings to ensure storage was available, no boat hiring from the site, removal of permitted development rights from the marina building and work around water vole mitigation. In addition, a Section 106 agreement relating to the affordable housing, plus two additional informatives relating to Environment Agency licences and a Broads Authority licence.

The Head of Planning explained that the proposed condition concerning acoustic fencing was for a temporary period only so as to protect wildlife species during the construction works.

Ian Newman, the applicant stated that he had purchased the site five years previously. He acknowledged that in preparing the first application, this had not been detailed enough or taken sufficient account of the views and concerns of the local residents. Following the public meeting, another architect had been employed and careful consideration given to the concerns raised particularly about the access, the design and layout and technical issues which were discussed fully with Broads Authority officers. He considered that a great deal of effort had been made to overcome the concerns and he thanked the officers for their help and advice. He assured members that safety management would be given more detailed consideration and a user package provided but planning permission was being sought in the first instance. He hoped that the scheme before members was now acceptable.

Members thanked the officers for the comprehensive and thorough report and presentation. Although having raised some concerns over the traffic and access, they were assured that the Highways Authority had examined the site and was satisfied with the access arrangements, that a construction traffic management plan would be in place and there was a turning bay at the north end of this site as confirmed by the applicant. They were also assured by the Director of Operations that the navigation channel in this area would not be impeded. Members were also mindful of the safety measures required and were hopeful that robust safety mechanisms would be in place. Members were also grateful to the applicant for providing a brief explanation of how the development had evolved, how the concerns expressed had been listened to and addressed and the good working relationship and cooperation achieved with officers from the Broads Authority and Great Yarmouth Borough. Members welcomed the proposals considering them to provide an excellent opportunity of improving and bringing a derelict site into good use.

Lana Hemsall proposed, seconded by Jacquie Burgess and it was **resolved**

To approve the application subject to the prior completion of a Section 106 Agreement relating to the requirement for affordable housing provision and subject to the conditions outlined within the report plus 7 additional conditions referred to above and the specification of 5 Informatives.

The details of the revised proposal are considered to be a significant improvement on the originally submitted scheme and take into account all the concerns raised. It is considered to be in accordance with the adopted Broads Local Plan 2019.

(2) BA/2018/0149/FUL Broadlands Marina, Marsh Lane, Oulton Broad

Mooring pontoons to provide 54 private moorings as an extension to the existing Broadlands Marina on the southern side of Oulton Broad; provision of 4 new visitor moorings, removal of 30 private moorings and a section of jetty; creation of additional reedbed, and reinstatement of slipway and pump out facilities (revised scheme).

Applicant: Mr Paul Spriggins

The Head of Planning provided a detailed presentation of the amended scheme, explaining the changes to the layout of the extension to the existing marina and that it now included a total provision of 54 private moorings as opposed to 70. In total the scheme allowed for an additional 16 vessels. The scheme was located on the southwestern edge of Oulton Broad which had a strong boating character, was at the less industrial end of the Broad and adjacent and accessible to sites of high-level designation. The site marked the end of boating activity in this area of Oulton Broad, and was associated with a caravan and holiday park which had been the subject of a number of applications to improve and refurbish buildings on the site as part of the existing leisure and recreational use. The proposals were therefore in the context of renewed investment in the local area.

Since the report had been written there had been no additional comments received. It was pointed out that the Navigation Committee had considered the revised application and raised no objection. Neither had the Environment Agency, Natural England or the Highways Authority. The Highways Authority acknowledged the difficulties in the access to the site, but whilst there was potential increase in traffic it had considered that it would not have an unacceptable impact on the area. This was referred to later in the meeting and the details of the response set out in paragraph 6.37 of the report. "The additional moorings were not likely to intensify the use of the junction to any level that would be likely to have an unacceptable impact on highway safety."

In providing the assessment the Head of Planning concentrated attention on the principle, the impact on navigation and the impact on the character of Oulton Broad. She explained that the Local Plan Policy DM33 and its various criteria were particularly relevant. Although there would inevitably be an encroachment into the Broad, the expansion and improvement of the moorings was to be welcomed with it being designed close to the existing and therefore complement them. The amended proposals had reduced the length of the replacement jetty

and reduced the encroachment into the Broad. There had been concerns raised about there not being sufficient separation from the powerboat racing exclusion zone and this had now been amended from the original minimum separation of 11.2 metres to a minimum separation of 28.7 metres. It was considered that the overall use of the navigable area would remain unchanged and the reduced area of navigation would not present a hazard to users.

There would be some impact on the landscape but in terms of character, it would be in keeping with the boating character of the area and seen in the context of the existing recreational and leisure facilities of the caravan park and existing moorings. It was considered that given the overall size of the Broad the impact of the additional moorings would not be sufficient to justify a landscape objection and on balance not unacceptable in landscape terms. The scheme would not be detrimental to the adjacent designated sites. The Head of Planning concluded that the applicant had sought to address the various concerns and although it was recognised that there were still some objections, on balance it was considered that the development was appropriate and could be recommended for approval subject to conditions.

The Head of Planning clarified that the swing moorings to the north and east of the site were well established and therefore it would be difficult for the Authority to have control in planning terms. It would be more of an issue for the navigation function. The applicant supported by Mr Falat commented that the moorings were removed and serviced annually and replaced in as near as possible to their existing location. They were managed and maintained by Sentinel Leisure Trust on behalf of East Suffolk Council.

Ben Falat on behalf of Oulton Broad Parish Council referred to the comments submitted by the Parish Council on 16 May 2019. These had been circulated to the Committee before the meeting. Mr Falat commented that much in the assessment appeared to be subjective opinion. He referred to the 1929 Deed of Gift of Nicolas Everitt Park and considered that since the Authority itself was a successor in having taken over some of the planning duties to protect the area, as well as its own statutory duties it should object to the application and “stop the development creep”. With Oulton Broad being a well-loved accessible Broad it deserved the highest level of protection and any further development should be halted. In particular he referred to the visual impact of the development. In essence, he considered that the application was incompatible with the Authority’s statutory duties and the Authority was required to object and refuse the application.

The Solicitor commented that the Authority did have a statutory duty to cooperate but as the Local Planning Authority it could only consider and determine the application on that basis and on its merits, mindful of course, of the consultations and objections received from all parties.

Margaret Shelley on behalf of the applicants commented that the proposals were well explained by the Head of Planning. She emphasised that the site already existed as a marina and the proposals were an extension to that, thus providing additional moorings integral to the current site and also to the wider public. The proposals also provided enhancement of much needed additional facilities. The additional reed bed was also integral to the application

and would provide a significant buffer for the SPA (Special Protection Area) and SSSI. The concerns of the Navigation Committee had been thoroughly examined and adjustments made to the application as a result. There were no objections from Natural England, the Environment Agency or Suffolk County Council Highways Authority. All were supportive. The applicants had worked very closely with the officers to achieve what was before members and it was considered that the proposals would enhance the facilities provided. She hoped that the Committee would be supportive.

Edward Back on behalf of the 5 Ward members from East Suffolk spoke against the application, citing the severe visual impact of the proposal on the character of Oulton Broad, particularly from Nicholas Everitt Park, the objections from the Authority's own Landscape Architect, referring to paragraphs 6.8, 6.14, 6.17 and 6.18 in the report in particular. It was considered that a more suitable site could be found at the eastern side of the Broad along Caldecott Road. He explained that there was a great deal of opposition from local residents and Councillors as demonstrated in a local petition. He also expressed serious concerns about the access with the dangerous entrance to the site from Marsh Road and the increase in its use, especially from the additional private moorings, resulting in increased risks of accidents. Given the objections from residents, Oulton Broad Parish Council, the District and County Councillors representing the two wards, and the Authority's own landscape architect he urged the Committee to refuse the application.

Members thanked the Officers and the representatives for the clear and comprehensive attention to the application. One Member who had been on the site visit commented that they had been struck how recessive the vessels in the bay were and therefore considered that the proposal would be less intrusive in the landscape than the plans indicated, and a number of other members agreed. In general members considered that the proposals were within an area where boating was the principal activity and were not persuaded that the extension would have such a negative impact on the character of the Broad or impede into the navigation. It was considered that there would be some economic benefits given the improvements to the facilities being provided and it was important that economic development remained vibrant and was supported in an area which was a centre for recreation. They were satisfied that the relevant statutory bodies responsible for the environmental designations of the area had no objections. On balance they considered the benefits outweighed the objections.

Although agreeing with most of these points, a member considered that the redevelopment of the marina could have been carried out within the current envelope and did not consider that all the reasons given justified the expansion of the marina to the extent proposed. The member agreed with the points made by the Landscape Architect and therefore could not support the application.

Jacque Burgess proposed, seconded by Bill Dickson and it was **resolved by 6 votes in favour and 1 against**

To approve the application subject to the conditions outlined in the report together with the 2 Informatives. The proposal is considered to be in accordance with Policies SP6, SP7, SP11,

SP13, SP14, DM16, DM23, DM31, and DM33 of the Local Plan for the Broads (2019) and the National Planning Policy Framework, which is a material consideration in the determination of the application.

9. Enforcement Update

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

It was resolved to note the report.

10. Local Development Scheme

The Committee received a report on the Local Development Scheme (LDS) relating to the Broads Local Plan, noting that this provided a timetable for developing planning policy and related documents. The timetable has been amended to the one sent to members to enable feedback from Navigation Committee on relevant guides, and to include additional work on reviewing the sustainability guide. The production of the Local Plan was aligned with that of the Broads Plan, the review of the Local Plan was scheduled to commence in 18 months' time which was slightly before the Broads Plan being reviewed.

It was noted that the LDS would be updated following various decisions and discussions.

It was resolved unanimously to note and endorse the Local Development Scheme.

11. Consultation Documents and Proposed Response: Beccles Neighbourhood Area

The Committee received a report on the consultation for the draft Neighbourhood Plan together with the proposed response. In particular this referred to updates in the Broads Local Plan.

Members were appreciative of the attention to detail in the response and fully supported it.

It was resolved to endorse the proposed response on the Draft Beccles Neighbourhood Plan and for this to be submitted.

12. Appeals to the Secretary of State

The Committee received a schedule of appeals to the Secretary of State since 1 January 2019, of which there were four. It was noted that one site visit by the Inspector had been held on 15 July 2019 but the other site visit had to be rescheduled. A further appeal had been received relating to the refusal of an application and this would appear on the next schedule.

It was resolved to note the report.

13. Decisions made by officers under delegated powers

The Committee received a schedule of decisions made by officers under delegated powers from 14 June to 5 July 2019. A member commented that it would be useful to have the grounds for refusal included on the schedule. The Head of Planning explained that although the report format was automatically generated with decision, these adjustments could be made manually.

It was resolved to note the report.

14. Date of next meeting

The next meeting of the Planning Committee would be held on Friday 16 August 2019 starting at 10.00 am at Yare House, 62- 64 Thorpe Road, Norwich.

This would be the first meeting following the annual meeting of the Authority and would include a number of new members. It would also include the appointment of the Chair and Vice-Chair. An email asking for nominations would be sent out immediately after the Annual meeting with a very short deadline.

The Chair announced that this would be the last Planning Committee meeting attended by Haydn Thirtle as a member of the Authority. On behalf of all members she thanked him for all he had done and for his contribution to the Committee. He would be much missed.

The meeting ended at 12.50 pm

Signed by

Chairman

Appendix 1

Declaration of interests Planning Committee, 19 July 2019

Member	Agenda/minute	Nature of interest
Melanie Vigo di Gallidoro on behalf of all Members	8(1)	Application BA/2019/118/FUL Marina Quays, Port of Yarmouth Marina, Caister Road, Great Yarmouth – Broads Authority offered a mooring associated with the application.
Haydn Thirtle	8(1)	BA/2019/0118/FUL (as above) Attended meetings, spoke with residents and visited the site. Spoken with developers.

Planning Committee

16 August 2019

Agenda item number 10.1

BA/2019/0112/FUL Land adjacent to Cordova Cottages, the Staithe, Stalham

Report by Planning Officer

Proposal

Erection of 3 terraced houses and associated parking and storage.

Applicant

Mr John Stares

Recommendation

Approve subject to conditions

Reason for referral to committee

Departure from Local Plan Policies

Application target date

19 July 2019

Contents

1.	Description of site and proposals	2
2.	Site history	3
3.	Consultations received	3
4.	Representations	3
5.	Policies	4
6.	Assessment	4
7.	Conclusion	7
8.	Recommendation	8
9.	Reason for recommendation	8
	Appendix 1	10

1. Description of site and proposals

- 1.1. The application site is located in Stalham Staithe to the south of the A149 and to the north of the Staithe Road. The proposed site access is from Staithe Road which benefits from a footpath and crossing island to the main settlement of Stalham on the opposite side of the A149 road.
- 1.2. The site is a plot of land measuring approximately 20m wide x 27m (west) and 30m (east) and covers a total area of 580m². It is rectangular in shape with its proposed frontage along Staithe Road to the south. To the east of the site is a builder's yard and commercial buildings, to the rear (north) is a detached dwelling with a boundary hedge forming the northern boundary of the application site. To the west is a block of 4 terraced 19th century dwellings (Cordova Cottages). These are handsome buildings which retain much of their original architectural detailing. The land to which this application relates is planted with a variety of plants, shrubs and trees, of both native and non-native species and is not untidy.
- 1.3. The frontage is an established hedge of approximately 2.5m in height and there is a significant hedge along the entire length of the western boundary. Essentially this is a large garden or perhaps had been an orchard. The application site currently contributes as a gap in development and provides a verdant character to the Conservation Area.
- 1.4. The site is within Stalham Staithe Conservation Area, which is characterised by a number of prominent listed buildings and unlisted buildings which contribute to an attractive Broads waterside settlement with houses and boatyards intermingled between softer water and green landscaping. Between these blocks are areas of green, generally garden or open spaces.
- 1.5. Other areas of the village are characterised by more intense development, including the adjoining builders' merchant yard and buildings, the large boatyards associated with Richardsons Hire fleet, other boat yards including the Museum of the Broads site to the north west of the site, as well as holiday and residential development at Burtons Mill.
- 1.6. The site is outside of the Environment Agency's flood zone 2 and 3 and is therefore considered to be at a low risk of flooding.
- 1.7. Full planning permission is sought for a block of three south-facing terraced houses along the site's boundary with Staithe Road. The proposed new vehicular access into the communal parking area would be via a new access along the eastern side of the site onto Staithe Road. The scheme proposes to remove the hedge along the southern boundary and on the western boundary.
- 1.8. The proposed block of three terraced houses would have a road facing width of 14.6m, and is proposed to be set back from the road with small front gardens. The block is 8.5m deep, and behind the dwellings there would be small gardens, and then

behind that area a communal car parking and turning area. The dwellings would have an eaves height of 5.0m and a ridge height of 8.6m. The form of development and design has been amended during the course of the application to comply with the requirements of Norfolk County Council as Highways Authority (by moving the access to the eastern side of the site) and officers' comments regarding design and materials.

- 1.9. The two end terraces would have a gross internal floor area (GIA) of 94m² and the central terraced house has a GIA of approximately 90m².
- 1.10. This is a resubmission following the withdrawal of the previous application. The main difference is that this proposal no longer proposes a fourth dwelling as the previous application had done and omits a bungalow to the rear.

2. Site history

- 2.1. The most relevant planning history in regards to this site is the withdrawn application reference BA/2018/0417/FUL which was withdrawn on the 24 of January 2019.

3. Consultations received

Stalham Parish Council

- 3.1. No objection.

Broads Internal Drainage Board

- 3.2. No objection to the development.

Norfolk County Council Highways

- 3.3. No objection to the revised scheme which altered the access to the eastern side of the site subject to conditions.

Broads Authority Historic Environment Manager

- 3.4. Following the amendments to the design the proposal is considered to result in a development which would make a positive contribution to the Conservation Area. Conditions should be used to confirm details of materials, detailing and joinery.

Broads Authority Ecologist

- 3.5. No objection subject to conditions.

Broads Authority Tree Officer

- 3.6. No objection subject to conditions requiring landscaping including replacement planting.

4. Representations

- 4.1. One letter of representation has been received which does not object to the development but has raised the issue of foul and surface water drainage and request that Anglian Water are consulted.

5. Policies

- 5.1. The adopted development plan policies for the area are set out in the [Local Plan for the Broads](#) (adopted 2019).
- 5.2. The following policies were used in the determination of the application:
 - DM11 - Heritage Assets
 - DM13 - Natural Environment
 - DM16 - Development and Landscape
 - DM21 - Amenity
 - DM23 - Transport, highways and access
 - DM43 - Design
- 5.3. The [National Planning Policy Framework \(NPPF\)](#) is a material consideration in the determination of this application.
- 5.4. There is no Neighbourhood Plan adopted in this area.

6. Assessment

- 6.1. The key considerations in determining this application are the principle of development, housing need, design and impact upon the Conservation Area, amenity and other issues including highways.

Principle of development

- 6.2. At the heart of the NPPF and the newly adopted Local Plan for the Broads is the principle of sustainable development which seeks to ensure that development which comes forward is located and designed so as to be considered environmentally, socially and economically sustainable. The principle mechanism by which this is achieved is by locating new residential development within existing settlements, where a development boundary has been drawn to indicate the suitability for such development.
- 6.3. This site is located outside of a development boundary and is therefore one where, in principle, residential development should not be permitted. However, whilst the site is located outside of a defined development boundary and was not promoted as part of the plan making process, it should be noted that consideration was given to the merits of the site (in sustainability terms) during the preparation of the Local Plan.
- 6.4. The area of Stalham Staithe had been considered for a development boundary and this area generally scored well in the Settlement Study, which is the process by which such an assessment is made. This scoring relies on the ability to cross the A149 using the pedestrian refuge as many facilities and services are fairly close to the Staithe area once the A149 is crossed. Some concern was raised regarding the impact of

further development on the Conservation Area and it was not clear at the time whether there was capacity to allocate the wider area for further development without impacting on this. Because the site was not put forward in the Local Plan 'call for sites' process, it was not specifically considered for allocation and it was concluded, on balance, not to identify a development boundary for the Stalham Staithe area. Now this site has been proposed through this application it must be considered on own merits, mindful, however that the proposal is technically contrary to Policy DM35 of the Local Plan.

- 6.5. Whilst it is acknowledged that the proposed development is not within a defined settlement boundary, it is considered to be located within a sustainable settlement. The purpose of the development boundary approach is to consolidate development in existing built-up communities with a clearly defined settlement and adequate services and facilities to support further development of a scale and character that can be considered to be in accordance with the principle of sustainable development as set out in the NPPF. Stalham Staithe, with its adequate pedestrian link to Stalham town, meets this requirement. Norfolk County Council as Highways Authority have not objected to the development and accept that the current A149 Pedestrian Crossing is acceptable. Because of this the scheme is considered to be in accordance with the principles of the NPPF, and part (d) of Strategic Policy 15 (Residential Development) and in accordance with the reasoned justification of Policy DM35 of the Local Plan for the Broads.
- 6.6. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications should be determined in accordance with the Development Plan unless there are other material considerations which indicate otherwise. This proposal is, in principle, contrary to Local Plan for the Broads Policy DM35 (Residential Development within defined Development Boundaries), however the objectives of that policy are to steer development towards sustainable locations which have access to services and would not result in built development within the open countryside. In this case, the sustainability of the location is an important material consideration and overall it is considered that the proposed development would not undermine the objectives and principles of the development plan.

Housing need

- 6.7. Whilst the evidence provided for the Local Plan for the Broads demonstrates that the Broads Authority has a five year land supply, it is not to say that the development should be refused on the basis that the current minimum need is being met by the Local Plan. As set out above the site when considered on its own merits is considered to be a sustainable location. Therefore, whilst the site is technically contrary to the Local Plan, and does not propose other uses or tenures such as affordable housing, or holiday accommodation which might be in accordance with the Local Plan, the proposal complies in principle with the NPPF.

- 6.8. The NPPF sets out that the Local Plan strategic policies should as a minimum provide for the objectively assessed housing need. In this case, unless other issues are considered to arise from the construction of these three dwellings, then it is not reasonable to refuse planning permission as this development would go towards meeting and exceeding this required housing provision.

Design and impact upon the conservation area

- 6.9. The proposed block of terraced houses is a design which is similar to the existing blocks of terraced housing which front onto Staithe Road, referencing the traditional village form. The design incorporates scope to use traditional materials and detailing. The overall scale and massing of the development is similar to that of the adjacent Cordova Cottages, and other terraced blocks which are typical of Staithe Road. The front gardens are of a similar size to other terraced blocks and will allow for landscaping to be incorporated to the front of the block.
- 6.10. The application site currently contributes positively to the character and appearance of the Conservation Area, and this popular Broads waterside village. The proposed development would see the removal of established mature hedgerows, which is regrettable. On balance however, the proposal is considered to be an appropriate form of development that would retain areas for gardens and landscaping, and would introduce 3 dwellings in a traditional layout and location which is typified by blocks of road side terraced houses. Following discussions with officers, the design has been simplified and there has been a reduction in roof lights which results in a sympathetic design. The detailing, materials and joinery will be conditioned, however from the proposed elevation drawings the scheme is considered to preserve the character of the area.
- 6.11. Therefore, the development is considered to be in accordance with Policies DM11 (Heritage Assets) and DM43 (Design) of the Local Plan for the Broads.

Amenity

- 6.12. The proposed terrace of 3 houses is of a design and internal space that is considered to be of an acceptable layout to provide sufficient amenity for future occupants. The roof height of the upper floor bedroom would be acceptable, even as a room in the roof to provide adequate headroom, storage space and outlook. The properties would have small rear gardens, and these gardens would be directly adjacent to the turning area of the shared parking space. It is not considered that these properties amenity is harmed by the lack of garden space to the point where it would warrant refusal, and the retention of the garden of the property to the north of the site results in the retention of the verdant character of this site within the Conservation Area.
- 6.13. Due to the orientation of Cordova Cottages with a blank gable facing the application site, and the distance to the property to the rear of the site, there is no adverse impact upon the amenity of neighbouring residents. As such the proposal is

considered to be in accordance with policy DM21 (Amenity) of the Local Plan for the Broads.

Other issues

- 6.14. The site access onto the highway network has been amended, and is now considered in principle to be a safe access by Norfolk County Council as the Highways Authority. As such the proposed access and connections to the Stalham are considered to be acceptable.
- 6.15. The applicant has set out that surface water drainage would be dealt with on site, and that foul drainage would be to mains sewerage. No comment was received from Anglian Water, and separate to the planning process the applicant will need the consent of the Internal Drainage Board for the surface water drainage system. There would be space within the site to incorporate soakaways, attenuation tanks or other SUDs infrastructure if required. It is proposed that this would be controlled by condition to ensure compliance with policy DM6 (Surface water run-off) of the Local Plan for the Broads.
- 6.16. The site currently plays a role in providing habitat for birds and other wildlife, and through the submission of a habitat survey, as well as the removal of the bungalow to the rear as had previously been proposed under application reference BA/2018/0417/FUL the development is considered not to have a detrimental impact upon habitats or protected species subject to certain conditions controlling the development. This is in accordance with Policy DM13 (Natural Environment) of the Local Plan for the Broads.

7. Conclusion

- 7.1. At paragraph 5.6 above, the circumstances in which proposals that conflict with the development plan can be considered for approval are outlined as where there are other material considerations which indicate otherwise. In considering this application the following points have been considered:- does the proposal harm the objectives of the policy and plan; does it comply with other development plan policies; and, are there any other materials considerations that weigh in favour of the proposal.
- 7.2. As assessed above, it is not considered the proposal would result in unsustainable development as the site has good access to services and Norfolk County Council as Highways Authority consider the crossing of the A149 and central refuge island adequate for pedestrians. Nor would it result in an adverse impact upon the character and appearance of the Conservation Area or the amenity of other residents. Therefore, it is concluded there would be no significant harm to objectives of the policy or wider plan were the proposal to be permitted. The proposal has also been found to be in compliance with the other relevant policies. Furthermore, the design is considered to be of high quality and respond positively to the local setting. Whilst not being able to 'recreate' heritage it would make a positive visual contribution to the

Conservation Area and enhancements could be secured in terms of landscape and ecology.

- 7.3. Whilst the primacy of the development plan is appreciated, on balance, it is considered that the objectives of the plan would not be significantly harmed by allowing this development as a departure from the development plan nor would any undesirable precedent be created.
- 7.4. No objection to the scheme has been received from neighbours or consultees, and subject to conditions it is felt that this development would preserve the character of the Conservation Area. Therefore, it is recommended that planning permission is approved subject to conditions.

8. Recommendation

- 8.1. Approval.

9. Reason for recommendation

- 9.1. The application is considered acceptable as a departure from adopted Policy DM35 of the Local Plan for the Broads but is in accordance with Policy DM11, DM21, DM23, DM43 and SP15 of the Local Plan for the Broads and having due regard to statutory requirements of the LPA in considering planning applications within Conservations Areas as set out within section 72 of the Planning (Listed Building and Conservation Areas) Act 1991 the proposal is considered preserve the character and appearance of the Conservation Area.

Conditions

- Standard time limit
- In accordance with approved plans
- Details of materials
- Details of construction detailing at scale 1:10
- Details of joinery, windows, doors and roof lights at scale 1:10
- Details of surface water drainage
- Details of soft and hard landscaping including boundary treatments
- Works in accordance with the Arboricultural assessment
- ecological condition for works outside the breeding bird season (Eco 8)
- soft felling of any tree branches with bat roost potential
- Replanting of native trees and shrubs to replace any lost as per the species list outlined in the ecological report (page 20)

- Inclusion of ecological enhancements outlined in the ecology report (page 23)
- Access constructed in accordance with NCC specification
- Vehicular and pedestrian access, parking/turning area shall be laid out, demarcated, levelled, surfaced and drained
- Removal of PD rights regarding enclosure of access
- Details of visibility splays and retention thereafter
- Access to be 4.5m for a minimum of 10m from highway
- Cycle parking shall be installed and retained thereafter
- Vehicle access as shown on the approved plan

Informative

- Requirement to gain IDB consent for SUDs
- Requirement to gain Highways Authority Consent for works to highway
- Requirement to clarify with Highways Authority the Highway boundary

Author: Jack Ibbotson

Date of report: 2 August 2019

Background papers: BA/2019/0112/FUL

Appendix 1 – Location map

Appendix 1

Location map



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Planning Committee

16 August 2019

Agenda item number 10.2

BA/2019/0214/FUL Redundant car park (serving former Windboats Marine site), Grange Walk, Wroxham

Report by Planning Officer

Proposal

Erection of two dwellings.

Applicant

Mr James Knight for LEF Trading Ltd

Recommendation

Refuse

Reason for referral to committee

Director of the applicant company is a Planning Committee Member.

Application target date

21 August 2019

Contents

1.	Description of site and proposals	2
2.	Site history	2
3.	Consultations received	3
4.	Representations	3
5.	Policies	3
6.	Assessment	4
7.	Conclusion	7
8.	Recommendation	7
9.	Reason for recommendation	7
	Appendix 1	9
	Planning Committee, 16 August 2019, agenda item number 10.2	1

1. Description of site and proposals

- 1.1. The application site is situated on the eastern side of Norwich Road close to the central part of Wroxham. The site is accessed via Grange Walk, which initially is a road which serves the commercial businesses adjacent to the river basins before then serving several residential properties at the point where it becomes a private road.
- 1.2. To the north of the access road is the business known as Broads Tours which operates boat hire and boat trips. To the east is a former boatyard known as Windboats Marine Site which previously built boats, had office buildings and outside storage space. This site was taken over by the applicant company last year and has been divided into three separate parcels as follows: (1) The part of the site closest to Norwich Road and containing a number of buildings was sold to Broads Tours to enable them to expand their site. This included the access to the water, (2) The central part of the site is currently being marketed for use as outside storage as the previous buildings have been demolished and (3) is the area to the south-east part of the site and was formerly used as parking for Windboats; it is the subject of this application. There is a further property beyond this site which was formerly used as offices for Windboats and which has permission for the conversion to a dwelling.
- 1.3. The residential properties of Grange Walk are situated to the south, west and east of the application site and these vary in design from modest single storey dwellings to larger two storey properties.
- 1.4. This site itself is currently empty having previously been used as a car park facility in association with the previous boatyard use. The site is open to the north and east and there is a boundary wall to the south and west where the site adjoins the residential neighbours.
- 1.5. A previous application for dwellings was withdrawn earlier this year and this application is a resubmission following a meeting held between the agent, applicant, planning officers and the Head of Planning.
- 1.6. The proposal seeks permission for the erection of two dwellings on the site. Both properties are two storey and propose the use of horizontal weatherboarding, profiled metal sheet roofing and aluminium doors and windows. The three bedrooms are proposed to the ground floor and the living areas are proposed to the first floor with a balcony.
- 1.7. The dwellings will be accessed via Grange Walk and off-road, driveway parking is proposed for both units.

2. Site history

- 2.1. BA/2019/0094/FUL Erection of two dwellings. Application withdrawn.
- 2.2. Adjacent site: BA/2018/0397/DEM Demolition of former Windboats office building, factory and workshops. Prior approval not required.

- 2.3. Adjacent site: BA/2018/0477/PN Notification for Prior Approval for a proposed change of use of a building from Office Use (Class B1(a)) to a single dwellinghouse (Class C3). Prior Approval Granted.

3. Consultations received

Parish Council

- 3.1. No reason to object but we would ask for a stipulation that the properties are sold to the over 55s for personal residential use that supports the Neighbourhood Plan Policy HBE2.

Environmental Health Officer

- 3.2. I suggest you add a condition for a site investigation.

Historic Environment Manager

- 3.3. No objection to the contemporary design and materials in this location.

Norfolk County Council Highways

- 3.4. No objection to the proposals subject to a condition requiring the layout of the parking before occupation.

4. Representations

- 4.1. Four letters of objection have been received from neighbouring properties, raising the following issues:
- Overlooking and loss of privacy.
 - The design is not characteristic of the area.
 - The proposed materials being untraditional and out of keeping with the locality.
 - Loss of amenity.

5. Policies

- 5.1. The adopted development plan policies for the area are set out in the [Local Plan for the Broads](#) (adopted 2019).
- 5.2. The following policies were used in the determination of the application:
- DM1 – Major Development in the Broads
 - DM4 – Water Efficiency
 - DM5 – Development and Flood Risk
 - SP10 – A prosperous local economy
 - SP11 - Waterside sites

- DM16 - Development and landscape
- DM23 - Transport, highways and access
- DM26 – Protecting General Employment
- DM23 – Transport, highways and access
- DM28 – Development on Waterside Sites
- DM43 – Design

5.3. [Wroxham Neighbourhood Plan \(2019\)](#)

- HBE1: Type, size and location of development
- HBE3: High quality design
- TRA2: Parking provision

5.4. Other Material Considerations

- [National Planning Policy Framework \(NPPF\)](#)

6. Assessment

- 6.1. The proposal is for the erection of two detached dwellings on land previously used as a car park area as part of the former Windboats Marine site. The main issues in the determination of this application are the principle of the development, the loss of commercial employment land, impact on residential amenity and the character and appearance of the area and highways access.

Principle of development

- 6.2. The application site was previously used as a car parking area for the wider commercial site known as Windboats Marine which was taken over by the applicants last year. Part of the commercial site was subsequently sold to another commercial business, including the site's access to the water leaving the existing buildings and car park area (Parcels 2 & 3 as described in paragraph 1.2) with no direct water access. The remaining buildings (on parcel 2) were dismantled and the land on which the buildings were sited is being marketed by Arnold Keys for open storage but this does not include the car park area subject of this application. As the application site formed part of the larger, commercial site and there has been no subsequent different use, it is the conclusion of the officers that the application site has an existing commercial employment use and Policies SP11, DM26 ands DM28 are therefore relevant.
- 6.3. Policy DM26 of the Local Plan for the Broads seeks to protect land used for general employment purposes by establishing a sequential approach to permitting their change of use or redevelopment. In the first instance, the reuse for employment purposes will be sought as it is essential that new and existing businesses are not constrained by a lack of suitable sites. The information contained within the

application does not demonstrate that the site is no longer suitable for the existing use nor does it explore the possibility of redeveloping the site for similar or alternative employment uses. The agent has stated that they are unclear what employment use the site could be used for. It is the view of officers that as part of the wider commercial site, this site could still function either as an integral or overflow facility enabling the employment element to continue and there is no evidence provided to demonstrate that this would be unviable.

- 6.4. Subject to demonstrating that employment uses are unviable, the sequential approach requires that community facilities or services will be considered next. The agent has stated 'that there is no evidence that either Wroxham or Hoveton have any need for additional community services or facilities...' but there is nothing within the application documents to substantiate this claim. It is, however, noted that Objective 4 of the Wroxham Neighbourhood Plan discusses the lack of larger community facilities which indicates that there may be an additional need within the village, but there is nothing in the application to indicate that this has been formally considered or discussed.
- 6.5. Only if community facilities and services are not required, or there are sound planning reasons that would preclude them, will tourism and recreational uses be considered. The agent states that the site would be unattractive for these uses due to its set back from the water and the intervening commercial site. However, when the site was acquired, there was access to the water and so the site's isolation is only due to the subdivision of the site by the applicant. Again, there is no evidence to substantiate the statements from the agent.
- 6.6. Policy DM26 states that other alternative uses (i.e. other than those set out in the policy) will only be considered where it is demonstrated that the site cannot be made viable in the long term. The reasoned justification to this policy requires applications to be accompanied by a statement completed by an independent chartered surveyor which demonstrates this. It should contain details of the attempts to market the site at a reasonable price for a sustained period of twelve months. The agent has confirmed that whilst the neighbouring site has been marketed for open storage, the site subject of this application has not.
- 6.7. Overall, it is considered that it has not been demonstrated that the sequentially preferable uses cannot be achieved or that the site has been marketed and the proposal therefore fails to comply with the requirements of Policy DM26 of the Local Plan for the Broads (2019).

Loss of commercial employment land

- 6.8. Policy DM28 seeks to protect waterside sites currently in employment and commercial use. The reasoned justification to the policy makes it clear that this is not limited to just waterside buildings, but also the surrounding land and ancillary buildings which are currently or last used in connection with the enterprise. The

purpose of this is to consider sites on a comprehensive basis rather than as smaller subdivisions.

- 6.9. Again, there is a sequential approach to allowing changes of use and in conjunction with Policy DM26, it must be demonstrated that the existing use is not viable. In addition, criterion (h) requires that the proposal should form part of a comprehensive scheme for the site which retains the site as a unified management unit. In this instance, the applicant has divided up the larger site into three smaller sites by selling part to Broads Tours (including the access to the water), marketing a further part as a site for open storage and then proposing housing on the application site. As there is no evidence provided to demonstrate the unviability of the site, either as a whole or in part, the application is considered to be contrary to Policy DM28 of the Local Plan for the Broads (2019).

Design and character, and appearance of the area.

- 6.10. The proposed dwellings are of a contemporary style with the use of timber weatherboarding, profiled metal roofing and aluminium windows which work as a visual transition between the more traditional brick-built dwellings to the south and east and the boatyards to the north and west. The design is considered to complement the character of the area, reinforcing the distinctiveness of the wider Broads setting. The design is therefore considered to be in accordance with Policy DM43 of the Local Plan for the Broads (2019) and HBE3 of the Wroxham Neighbourhood Plan 2019.

Residential amenity

- 6.11. The proposed dwellings have been re-orientated from the previous withdrawn application in order to overcome the concerns expressed by neighbouring properties in terms of overlooking and loss of privacy. Unit 2 has been located further east to maximise the distance between the properties which now measures 26 metres and is not directly back-to-back. Unit 1's first floor faces towards the east and overlooks the commercial sites. The proposals are therefore not considered to result in a detrimental impact on the existing amenity of neighbours and are in accordance with Policy DM21 of the Local Plan for the Broads (2019).

Flood risk

- 6.12. The application site is within Flood Zone 1 (lowest risk) which is considered suitable for residential development. Nonetheless, the design features 'upside-down' properties with the main living areas on the first floor and so the proposal is considered to be in accordance with Policy DM5 of the Local Plan for the Broads (2019).

Other matters

- 6.13. The Parish Council have requested that the dwellings should be for over 55s in order to comply with Policy HBE2 of the Wroxham Neighbourhood Plan. However, this is

not proposed by the applicant and given the fundamental objections to the principle of residential development this has not been discussed further.

- 6.14. There is no Highway Authority objection to the proposal as the site has an existing suitable access onto Norwich Road and off-road parking provision is proposed. The development is therefore in accordance with Policies DM23 of the Local Plan for the Broads (2019) and TRA2 of the Wroxham Neighbourhood Plan 2019.

7. Conclusion

- 7.1. The proposed development of two residential properties on an existing commercial employment site which has not been robustly marketed for a continuous period of 12 months is considered to be premature in that the unviability of the site has not been demonstrated or justified and the sequential approaches defined in Policies DM26 and DM28 of the Local Plan for the Broads have not been followed. Due to the importance of waterside sites in commercial use to the local economy and character of the Broads, the LPA will seek to ensure these sites remain in commercial use wherever possible and that the benefits of any proposed change of use outweigh the loss of valuable, waterside employment land.
- 7.2. The proposal is considered to be contrary to Policies SP11, DM26 and DM28 of the Local Plan for the Broads (2019), Policy HBE1 of the Wroxham Neighbourhood Plan 2019 and the National Planning Policy Framework (2019) which is a material consideration in the determination of this application.

8. Recommendation

- 8.1. Refuse.

9. Reason for recommendation

- 9.1. The application seeks full planning permission for the erection of two detached dwellings on an existing commercial employment site. Policies DM26 and DM28 of the Local Plan for the Broads follow a sequential approach which requires the marketing of the site for a period of twelve months and a statement completed by an independent chartered surveyor which demonstrates that other employment uses, community facilities or tourism and recreation uses have been fully considered but are unviable. The application confirms that the site has not been marketed either in association with the wider, former Windboats Marine site or separately and it therefore fails to comply with Policies SP11, DM26 and DM28 of the Local Plan for the Broads (2019), Policy HBE1 of the Wroxham Neighbourhood Plan 2019 and the National Planning Policy Framework (2019).

Author: Cheryl Peel

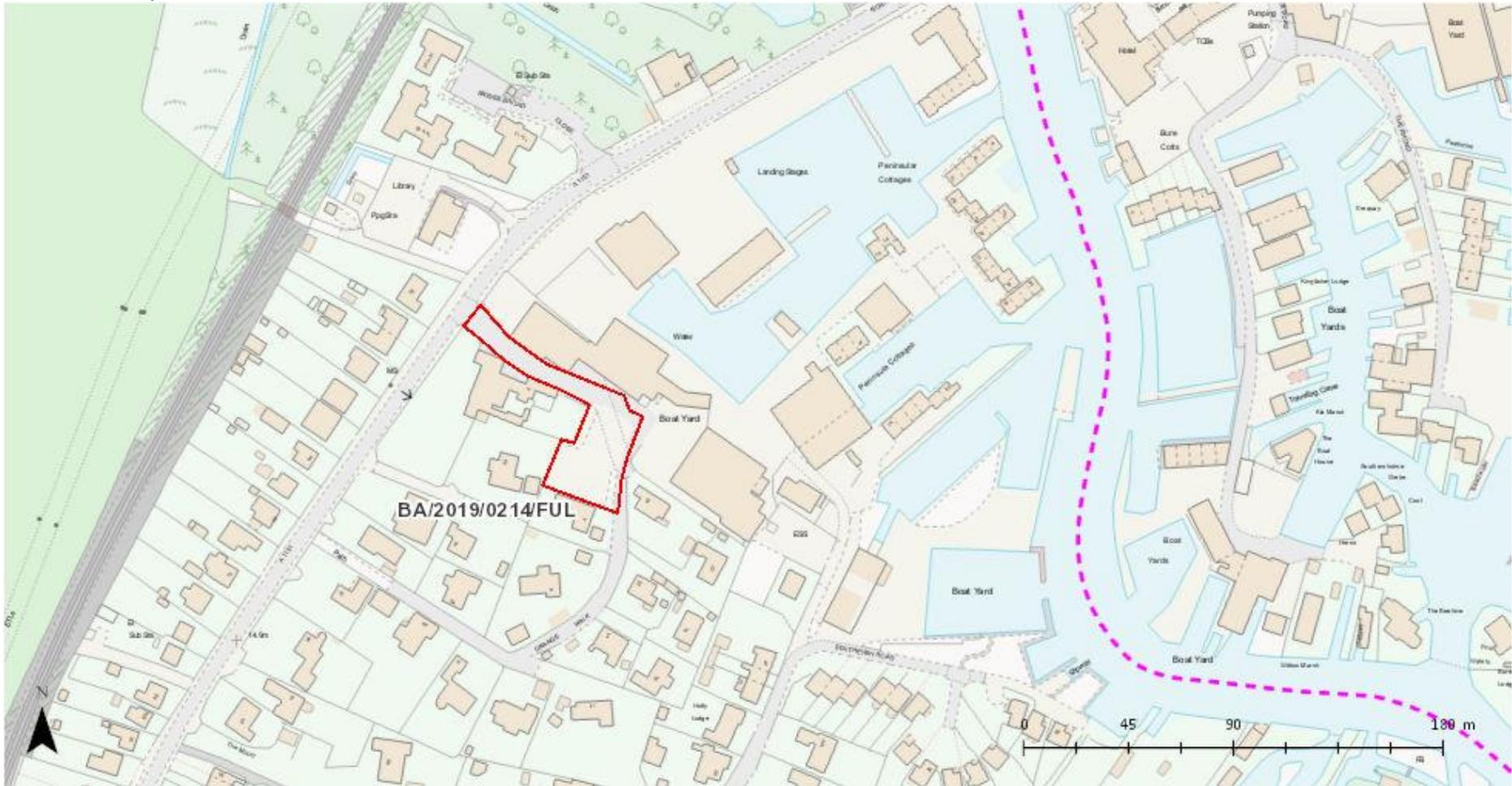
Date of report: 1 August 2019

Background papers: BA/2019/0214/FUL

Appendix 1 – Location map

Appendix 1

Location map



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Planning Committee

16 August 2019

Agenda item number 11

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
31 March 2017	Former Marina Keys, Great Yarmouth	Untidy land and buildings	<ul style="list-style-type: none"> Authority granted to serve Section 215 Notices First warning letter sent 13 April 2017 with compliance date of 9 May. Some improvements made, but further works required by 15 June 2017. Regular monitoring of the site to be continued.

Committee Date	Location	Infringement	Action taken and current situation
26 May 2017	Former Marina Keys, Great Yarmouth	Untidy land and buildings	<ul style="list-style-type: none"> • Monitoring • Further vandalism and deterioration. • Site being monitored and discussions with landowner • Landowner proposals unacceptable. Further deadline given. • Case under review • Negotiations underway • Planning Application under consideration • Planning application withdrawn and negotiations underway regarding re-submission • Works undertaken to improve appearance of building • Revised planning application submitted 1 April 2019 • Resolution to grant planning permission at Planning Committee 19 July 2019
14 September 2018	Land at the Beauchamp Arms Public House, Ferry Road, Carleton St Peter	Unauthorised static caravans	<ul style="list-style-type: none"> • Authority given to serve an Enforcement Notice requiring the removal of unauthorised static caravans on land at the Beauchamp Arms Public House should there be a breach of planning control and it be necessary, reasonable and expedient to do so. • Site being monitored • Planning Contravention Notices served

2. Financial Implications

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

Author: Cally Smith

Date of report: 1 August 2019

Planning Committee

16 August 2019

Agenda item number 12

Norfolk Strategic Planning Framework version 2- endorsement

Report by Planning Policy Officer

Summary

To present the final Norfolk Strategic Planning Framework version 2 to Planning Committee for endorsement.

Recommendation

That Planning Committee endorse the NSPF2 and recommend that Full Authority formally endorse it.

1. Introduction

- 1.1. The Norfolk Strategic Planning Framework (NSPF) is a document that has been produced by all the Local Planning Authorities (LPAs) in Norfolk, together with the involvement of relevant bodies such as the Environment Agency. The NSPF sets out guidelines for strategic planning matters across the County, and beyond, and demonstrates how the Local Planning Authorities (LPAs) will work together under the Duty to Co-operate through a series of agreements on planning related topics. The Framework has been put together by officers from the Norfolk LPAs, under the oversight of a member level group comprising representatives from all the authorities.
- 1.2. Although the Framework is not a statutory planning document, as it has not been through the full process required to achieve such status, it sets out the strategic matters to be taken account of in the production of Local Plans by the constituent Norfolk LPAs.
- 1.3. The Framework sets out a proposed Spatial Vision and shared objectives for the Norfolk LPAs, having regard to the main spatial planning issues of population growth, housing, economy, infrastructure and environment. There are a number of “agreements” which explain how the LPAs will seek to deal with the matters through their spatial planning role. These agreements are set out in bold in the document, so they are easy to identify. Whilst the Framework is not an adopted planning document in its own right, it can be seen as a guide for future planning work.

- 1.4. The first version of the NSPF was endorsed by Norfolk Local Planning Authorities early 2018. The version of the NSPF before Planning Committee today is version 2. Work has already stated on version 3 as the NSPF will be a document that is regularly updated.

2. Norfolk Strategic Framework version 2

- 2.1. An update to the adopted NSF has been completed. Very few changes have been required since the previous version but the key changes are:
- Highlighting this document becomes the Statement of Common Ground for Norfolk
 - Changes to the agreements to include a new minerals and waste agreement and a new agreement to commit to update this document every two years
 - New information on joint working including joint working beyond the county boundaries.
 - Changes to highlight the conclusion of the government technical consultation on the standard methodology for calculating local housing need and the most up to date figures for local housing need for each district
 - Updating the telecoms section to represent the latest position regarding 5G and broadband
 - NSPF has been updated to meet the new requirements of the revised National Planning Policy Framework (NPPF) and to meet the requirements set out for the Statement of Common Ground (SCG).
- 2.2. The NSPF2 was discussed at the Norfolk Duty to Cooperate Member Forum on the 8th July 2019 who endorsed it and asked Norfolk LPAs to endorse it.

3. Financial implications

- 3.1. The Authority contributes £5,000 annually to this process.

Author: Natalie Beal

Date of report: 1 August 2019

Appendix 1 – [Norfolk Strategic Planning Framework version 2](#)

Planning Committee

16 August 2019

Agenda item number 13

Appeals to the Secretary of State update

Report by Administrative Officer

Summary

This report sets out the position regarding appeals against the Authority since January 2019.

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 January 2019.

2. Financial implications

- 2.1. There are no financial implications.

Author: Sandra Beckett

Date of report: 1 August 2019

Background papers: Broads Authority appeal and application files

Appendix 1 — Schedule of outstanding appeals to the Secretary of State since January 2019

Appendix 1

Schedule of Appeals to the Secretary of State received since 11 January 2019

Application reference number	Appellant	Start date of appeal	Location	Nature of appeal/ description of development	Decision and dates
APP/E9505/W/19/3220113 BA/2018/0259/OUT	Mrs Gillian Miller	Appeal received by BA on 11 January 2019. Start Date 11 March 2019.	Nursery View Burghwood Road Ormesby Great Yarmouth	Appeal against refusal of planning permission: Erect 4 no. detached dwellings of 1.5 storeys high, with garages and access.	Delegated Decision on 3 October 2018. Notification letters by 18 March 2019. Statement sent by 15 April 2019.
APP/E9505/D/19/3221263 BA/2018/0364/COND	Mr Andrew Lodge	Appeal submitted 27 January 2019. Awaiting start date from PINS.	Riversdale Cottage The Shoal Irstead	Appeal against refusal to remove planning condition.	Committee Decision on 9 November 2018. Notification Letters sent by 17 July 2019.

Application reference number	Appellant	Start date of appeal	Location	Nature of appeal/ description of development	Decision and dates
APP/E9505/W19/3225873 BA/2018/0213/FUL	Mr Nicholas Watmough	Appeal submitted 1 April 2019. Start Date 29 April 2019.	Black Horse Point 18 Bureside Estate NR2 8JP	Appeal against refusal of planning permission. Erection of replacement dwelling.	Delegated Decision 12 October 2018. Notification letters by 6 May 2019. Statement sent by 3 June 2019. Site visit 15 July 2019. Appeal Dismissed 26 July.
APP/E9505/W/19/3226955 BA/2018/0303/FUL	Mr Grant Hardy	Appeal submitted 17 April 2019. Start Date 1 May 2019.	Thatched Cottage Watergate Priory Farm Beccles Road St Olaves Norfolk	Appeal against refusal of planning Permission Erection of dwelling	Delegated Decision 20 December 2018. Notification Letters by 8 May 2019. Statement sent by 5 June 2019.
APP/E9505/W/19/3233093 BA/2018/0460/FUL	Wayford Marina Ltd.	Appeal submitted 12 July 2019. Start date from Inspector 29 July 2019.	Wayford Marina Wayford Road Wayford Bridge Wayford	Appeal against refusal of planning permission Erection of 5 holiday lodges. Enlarge boat wash facilities	Delegated Decision 12 February 2019. Notification Letters by 5 August 2019. Statement of Case by 2 September 2019.

Planning Committee

16 August 2019

Agenda item number 14

Decisions made by Officers under delegated powers

Report by Head of Planning

Summary

This report sets out the delegated decisions made by officers on planning applications from 8 July to 5 August 2019

Recommendation

That the report be noted.

Parish	Application	Site	Applicant	Proposal	Decision
Beccles Town Council	BA/2019/0174/HOUSEH	Meadow View Puddingmoor Beccles Suffolk NR34 9PJ	Mr & Mrs Litobarski	Rear extension linked to lounge & utility room	Approve Subject to Conditions
Beccles Town Council	BA/2019/0194/FUL	Morrisons George Westwood Way Beccles NR34 9EJ	Mr Gareth Wilkinson	Refrigeration units & condensers on a concrete plinth in service yard	Approve Subject to Conditions

Parish	Application	Site	Applicant	Proposal	Decision
Burgh Castle Parish Council	BA/2019/0149/HOUSEH	Holdan House Church Road Burgh Castle Norfolk NR31 9QG	Mr & Mrs Gordon Wright	Extension to garage/workshop & erect a three bay car port	Approve Subject to Conditions
Fleggburgh Parish Council	BA/2019/0082/FUL	Land Adjacent To West View Marsh Road Fleggburgh Norfolk NR29 3DE	Mr David Howes	Erection of Portal Frame Building	Refuse
Fleggburgh Parish Council	BA/2019/0197/HOUSEH	North Cottage Hall Road Clippesby Fleggburgh Norfolk NR29 3BL	Mr & Mrs Thompson	Side extension & detached double garage	Approve Subject to Conditions
Gillingham Parish Council	BA/2018/0375/CU	Gillingham Dam Gillingham Norfolk	Mr J Tubby	Change of use from workshop to restaurant and extensions	Approve Subject to Conditions
Horning Parish Council -	BA/2019/0087/APPCON	4 Bureside Estate Crabbetts Marsh Horning NR12 8JP	Jackson	Details of: Condition 3: external materials, Condition 4: landscaping plan, Condition 10: grey water recycling, Condition 12: bird/bat boxes, Condition 14: external lighting of permission BA/2017/0168/FUL	Approve

Parish	Application	Site	Applicant	Proposal	Decision
Hoveton Parish Council -	BA/2019/0158/APPCON	Wilderness Meadow Drive Hoveton NR12 8UN	Ms Sue Myhra	Details of Condition 4: Landscaping Scheme of permission BA/2018/0248/FUL	Approve
Oulton Broad Parish Council -	BA/2019/0168/FUL	Broadland Holiday Village Marsh Road Lowestoft Suffolk NR33 9JY	Mr Paul Spriggings	Change of use of housekeeping building to 2 bed holiday bungalow with addition of new pitched roof. Erection of new housekeeping building in parking area to rear of reception building.	Approve Subject to Conditions
Oulton Broad Parish Council -	BA/2019/0179/NONMAT	Broadholme Caldecott Road Lowestoft Suffolk NR32 3PH	Mr Richard Smith	The addition of one window within bedroom 3 of plot 3. Non-material amendment to permission BA/2015/0277/FUL	Approve
Reedham Parish Council	BA/2019/0180/HOUSEH	The Red Mill Ferry Road Reedham Norwich Norfolk NR13 3HA	Mr John Reeves	Change uPVC windows to grey aluminium. Replace wooden stable door with grey aluminium. Change second floor uPVC window to grey aluminium door.	Approve Subject to Conditions

Parish	Application	Site	Applicant	Proposal	Decision
Stalham Town Council	BA/2019/0103/CU	John Williams Boats The Staithe Stalham Norfolk NR12 9DA	Museum Of The Broads	Change of use of boatyard from (class B2) to boatyard and museum (class D1)	Approve Subject to Conditions
Thorpe St Andrew Town Council	BA/2019/0215/NONMAT	6 Ferrymans Court Yarmouth Road Thorpe St Andrew Norwich Norfolk NR7 0EF	Mr Nick Schiller	Change door & window materials & colour. Change pergola shape from squared to curved. Amended ground floor level.	Approve
Wroxham Parish Council -	BA/2019/0225/NONMAT	Hartwell House 17 Hartwell Road Wroxham Norwich Norfolk NR12 8TL	Mr David Sutton	Revised patio doors & side panels, detailed GRP flat roof design finalised, single flat roof window (previously two), side window design clarified, non-material amendment to permission BA/2018/0520/HOUSEH.	Approve