

Planning Committee

Agenda 04 February 2022

10.00am

Conference Room 1, The King's Centre, King Street, Norwich, NR1 1PH

John Packman, Chief Executive – Friday, 28 January 2022

Under the Openness of Local Government Bodies Regulations (2014), filming, photographing and making an audio recording of public meetings is permitted. These activities however, must not disrupt the meeting. Further details can be found on the [Filming, photography and recording of public meetings](#) page.

Introduction

1. To receive apologies for absence
2. To receive declarations of interest
3. **To receive and confirm the minutes of the Planning Committee meeting held on 7 January 2022** (Pages 3-8)
4. To note whether any items have been proposed as matters of urgent business

Matters for decision

5. Chairman's announcements and introduction to public speaking
Please note that public speaking is in operation in accordance with the Authority's [Code of Practice for members of the Planning Committee and officers](#).
6. Request to defer applications include in this agenda and/or vary the order of the agenda
7. **To consider applications for planning permission including matters for consideration of enforcement of planning control:**
 - 7.1. BA/2021/0211/FUL – Broadgate, Horsefen Road, Ludham (Pages 9-23)
 - 7.2. BA/2021/0472/FUL – Land at How Hill, Ludham: Replacement boardwalk (Pages 24-29)

Enforcement

8. **Enforcement update** (Pages 30-33)
Report by Head of Planning

Policy

9. **Loddon and Chedgrave Neighbourhood Plan – designating the Neighbourhood Area**
(Pages 34-36)
Report by Planning Policy Officer
10. **Issues and Options Bite Size Pieces** (Pages 37-49)
Report by Planning Policy Officer
11. **Consultation responses** (Pages 50-61)
Report by Planning Policy Officer

Matters for information

12. **Notes of the Heritage Asset Review Group meeting held on 17 December 2021** (Pages 62-67)
13. **Circular 28/83 Publication by Local Authorities of information about the handling of planning applications – 1 September to 31 December 2021** (Pages 68-74)
Report by Planning Technical Support Officer
14. **Appeals to the Secretary of State update** (Pages 75-76)
Report by Senior Planning Officer
15. **Decisions made by officers under delegated powers** (Pages 77-82)
Report by Senior Planning Officer
16. **To note the date of the next meeting – Friday 4 March 2022 at 10.00am**

Planning Committee

Minutes of the meeting held on 07 January 2022

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Present

Tim Jickells– in the Chair, Harry Blathwayt, Stephen Bolt, , Bill Dickson, Andrée Gee, Gail Harris, Paul Hayden, and Fran Whymark

In attendance

Cheryl Peel – Senior Planning Officer, Cally Smith – Head of Planning and Sara Utting – Senior Governance Officer

1. Apologies and welcome

The Chairman welcomed everyone to the meeting.

Apologies were received from Nigel Brennan, James Knight, Leslie Mogford, Michael Scott, Vic Thomson and Melanie Vigo di Gallidoro.

Openness of Local Government Bodies Regulations 2014

The Chairman explained that the meeting was being audio-recorded. All recordings remained the copyright of the Broads Authority and anyone wishing to receive a copy of the recording should contact the Governance Team. The minutes remained the record of the meeting. He added that the law permitted any person to film, record, photograph or use social media in order to report on the proceedings of public meetings of the Authority. This did not extend to live verbal commentary. The Chair needed to be informed if anyone intended to photograph, record or film so that any person under the age of 18 or members of the public not wishing to be filmed or photographed could be accommodated.

2. Declarations of interest and introductions

Members provided their declarations of interest as set out in Appendix 1 to these minutes and in addition to those already registered.

3. Minutes of last meeting

The Senior Planning Officer (SPO) advised that she wished to make an amendment to item 8 (enforcement update) relating to the former Marina Quays in Gt Yarmouth (para 2, line 14 referred). She stated that the purpose of the amendment was to provide clarity on the status of the two permissions for this site. For plots 1-7 the commencement date was by 4 November 2022 but the second permission (plots 8 & 9) had been implemented because it included demolition of the marina building which had now taken place. Therefore, all pre-commencement conditions had been discharged from both permissions. The revised wording would read as follows:

“In response to a question, the Senior Planning Officer (SPO) advised that the planning permission would expire on 4 November 2022 but all of the pre-commencement conditions had been discharged which meant that no further information was required to be submitted prior to implementation of the permission.”

Subject to the above amendment, the minutes of the meeting held on 3 December 2021 were approved as a correct record and signed by the Chairman.

4. Matters of urgent business

There were no items of urgent business

5. Chair's announcements and introduction to public speaking

No members of the public had registered to speak.

6. Requests to defer applications and/or vary agenda order

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

7. Applications for planning permission

There were no applications for consideration.

8. Enforcement update

Members received an update report from the Head of Planning on enforcement matters previously referred to the Committee. Further updates were provided at the meeting for:

Land at the Beauchamp Arms PH: no notification had been received from the Planning Inspectorate that an appeal had been submitted against the Enforcement Notices and so the compliance period was now in effect. The landowner would be re-advised of the compliance dates to ensure there was clarity when the caravans would need to be removed.

Blackgate Farm, Cobholm: a retrospective application had been submitted by the agent for the landowner but this had been turned away by the Authority, on the basis that one of the grounds for the appeal had been that planning permission should be granted but this had been rejected by the Appeal Inspector when dismissing the appeal. There was provision within the legislation for a Local Planning Authority to turn away an application for planning permission which was already covered by an Enforcement Notice. Officers had been thorough in checking that nothing had changed since the deemed application was refused under the appeal process (such as any changes to the Development Plan etc) and the applicants had been provided with a comprehensive response. The only process available to the landowner to challenge that decision was through a Judicial Review.

Land to east of North End, Thorpe next Haddiscoe: The Planning Officer (Compliance and Implementation) was scheduled to visit the site that day to check it had been completely cleared.

Land east of Brograve Mill, Waxham: Appeal decision still awaited.

9. Endorsing the Norfolk and Suffolk Coastal Recreation Avoidance and Mitigation Strategies

The Head of Planning (HoP) presented the report of the Planning Policy Officer, which sought the Committee's endorsement of the Norfolk and Suffolk RAMS schemes for adoption by the Authority. A [report](#) had previously been presented to the Committee (September 2021) providing the background to the Habitat Regulation Assessments, the recreation issue which had been investigated, as well as details about the Suffolk Coast scheme in place (where tariffs were already starting to be collected) and the Norfolk scheme which was now ready to be implemented. Once the Norfolk RAMS scheme had been adopted, the tariff could start to be collected from applicants, to fund measures to help mitigate the impacts of recreational activities arising from development.

The HoP explained that the Norfolk scheme had taken approximately five years to develop, via the Norfolk Strategic Planning Forum, under the duty to co-operate, which comprised members from the seven district councils, Norfolk County Council and the Broads Authority, supported by officers. Work commenced in 2015/16 when surveys had been undertaken at 35 different locations within Norfolk and Suffolk on patterns of recreational use, which had been developed into "zones of influence" around visited sites to indicate where development was likely to have an impact on protected sites (ie RAMSARs, SACs, SPAs) given statutory protection under European and international legislation. It transpired that these zones actually covered the whole of Norfolk and the outcome from that was that an increase in housing numbers would result in an increased impact, as more people would be out and about visiting sites. Whilst some mitigation would be achieved through on site green space provision, alternative sites provided such as Sustainable Accessible Natural Greenspaces (SANGS) or buffer zones etc. Natural England had taken the view that engagement was probably the best way to achieve mitigation, by influencing visitor behaviour (details in the report).

There were 41 key hotspots across the county within the protected sites (identified on p104 of the strategy) with the majority sited along the coast. Work had been undertaken to look at the required mitigation to address the visitor impact and associated costings (£8m which included a 10% contingency fund). These costs had been divided by the number of new houses, culminating in a cost per housing unit. The HoP emphasised that the tariff could not be used to address existing problems or issues but only those in the future as a result of the additional housing numbers but hopefully this would result in a net gain for the impacts of both existing and new visitors. The budget would also fund a delivery co-ordinator and a ranger team who would have a presence at the hot-spots to educate, influence and engage with visitors either through interpretation material, guided walks and talks etc. The HoP clarified that the rangers were not Broads Authority Rangers but RAMS Rangers, located across five areas including the Broads, Brecks and three parts of the coast. A board would be set up for delivery of the funding based on the agreed principles and a decision was yet to be made by the NSPF on the governance arrangements. The HoP concluded that the strategy was

a detailed document which was very well evidenced and required all the authorities to sign-off for delivery later that year.

A member referred to the disparity in the tariffs between Norfolk and Suffolk, at £185 and £321.22 respectively and this required an explanation. The HoP advised that the Suffolk scheme had been introduced earlier than the Norfolk scheme and also the calculation would involve a different number of houses. The Chair added that this issue had been acknowledged when the schemes were discussed at a previous meeting.

Reference was made to the Habitats Directive and the issue of mitigation, and how compensation should also be considered, as this was completely different to mitigation. Compensation could be the final resort if mitigation could not be achieved and building at an alternative site could actually result in an increase in bio-diversity. The Chair clarified that the mitigation related to increased visitor numbers and not building on sites.

A member referred to the role of the Association of Inshore Fisheries and Conservation Authorities (IFCA) and suggested they be included in the list of collaborators.

The Chair advised that all of the comments made at this meeting would be made available to the Board as part of its considerations but as they related to implementation, they should not preclude adoption of the schemes.

A member expressed his thanks to the Planning Policy Officer for her tenacity with this piece of work and particularly her influence at each stage.

Fran Whymark proposed, seconded by Stephen Bolt, and

It was resolved unanimously to endorse the Suffolk Coast RAMS scheme and the Norfolk RAMS scheme for adoption by the Broads Authority.

10. Worlingham Neighbourhood Plan – agreeing to consult

The Head of Planning (HoP) introduced the report, which sought agreement for public consultation to go ahead on the Worlingham Neighbourhood Plan. Members noted that the Broads Authority was a key stakeholder and therefore able to comment on the Plan. It was anticipated that a report would be presented to a future meeting of the Committee for endorsement of the suggested response. The HoP advised that the parish council was anxious for the Plan to progress as quickly as possible and become part of the Development Plan in due course, given that a significant amount of housing was proposed for the Worlingham area.

Gail Harris proposed, seconded by Andrée Gee, and

It was resolved unanimously to endorse the Worlingham Neighbourhood Plan Reg16 version for consultation.

11. Appeals to the Secretary of State

The Committee received a schedule of appeals to the Secretary of State since the last meeting.

12. Decisions made by officers under delegated powers

The Committee received a schedule of decisions made by officers under delegated powers from 19 November to 17 December 2021 and any Tree Preservation Orders confirmed within this period.

13. Date of next meeting

The next meeting of the Planning Committee would be on Friday 4 February 2022 at 10.00am.

Members discussed the arrangements for the next meeting and the consensus view was to meet at a larger venue to ensure attendees, including the public, were not deterred from attending due to public health concerns.

The meeting ended at 10:51 am

Signed by

Chairman

Appendix 1 – Declaration of interests Planning Committee, 07 January 2022

Member	Agenda/minute	Nature of interest
Andrée Gee	10	East Suffolk District Councillor – “other” registerable interest

Planning Committee

04 February 2022

Agenda item number 7.1

BA/2021/0211/FUL – Broadgate, Horsefen Road, Ludham

Report by Planning Officer

Proposal

Change of use to dwelling and retail bakery (sui generis mixed use) including the erection of a single storey extension.

Applicant

Mr Alan Gepp

Recommendation

Refusal

Reason for referral to committee

Material considerations of significant weight raised by consultees and District Councillor

Application target date

20 August 2021

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1. Description of site and proposals

- 1.1. The subject comprises a detached dwelling, sited on the south-western side of Horsefen Road in Ludham which runs southwards from the main A1062 Yarmouth Road. The site is approximately 450m from the junction with the main road, approximately 85 metres south east of the nearest part of the Womack Staithe area, this being the public toilets, and approximately 175 metres south east of the small commercial area at the staithe. The building was originally part of the wider Womack Holidays site and utilised as a workshop / dinghy store. The lawful use of the property is as holiday accommodation restricted by planning condition. Its use as a holiday chalet was approved in March 1997 through an application made by the current applicant.
- 1.2. Being part of a holiday site, the subject property is in fairly close proximity to other properties which formed part of the Womack Holidays site, all of which comprise modest sized timber clad chalets. The subject dwelling is also timber clad and is larger than the adjacent buildings. To the south east of the site is further residential development of a more standard nature. All of these properties, including the subject property, have curtilages which extend to Womack Water.
- 1.3. Access to the site is from Horsefen Road. Originally this was only via a shared access which served all the Womack Holidays site properties, but the applicant has since formed a second access approximately 7 metres to the south east which serves the subject property only. There is no planning history of this work.
- 1.4. The proposal is for a new detached building to be used as a bakery with retail sales, which would be sited partly alongside and partly beyond the road elevation of the existing dwelling. The dwelling measures 8.3m by 8.7m, with a pitched roof to a maximum height of 5.5m, falling to 3.2m at eaves. The proposed building measures 4.9m by 5.7m, with a rounded roof maximum height of 3.75m, falling to 3.1m at eaves. The design and appearance of the proposed building would broadly match the existing dwelling, the notable difference being the roof design.
- 1.5. Along with the new building, a new third access to the site is proposed approximately 8 metres to the south east of the second access.
- 1.6. The site is within the Ludham Conservation Area.

2. Site history

- 2.1. In 1997 planning permission was granted for the change of use of former workshop / dinghy store to holiday chalet (BA/1996/2240/HISTAP).
- 2.2. In 1998 planning permission was granted for a variation of conditions 7 and 9 (landscaping and fencing) of consent reference 01 960750 PF (BA/1998/2098/HISTAP).
- 2.3. In 2021 the application made a request for pre-application advice in relation to use of the property for producing and selling baked goods (BA/2021/0027/PREAPP).

3. Consultations received

Parish Council

- 3.1. Please note that the Parish Council OBJECTS to this application on the basis that various planning policies are already being ignored, and the site is not suitable on any level.
- 3.2. The Council's objection is on the basis that the applicant is already contravening planning regulations in that the property is a holiday home and not residential (but the family is living in the property). TPO regulations are not being adhered to (I am led to believe). The property is already operating at maximum capacity. Verges are becoming damaged; the road has become blocked regularly due to vehicles coming to the bakery.

District Member

- 3.3. I have looked through the various documentation for this application and it is clear that the applicant has spent time trying to address issues within this area, while thinking about the adaption for their business venture. I think it is clear to see that this is an ambitious application. This being said, I do have concerns and ask that this application be sent to planning committee. This being on the grounds of other material considerations. I think that this application would need further scrutiny via the committee, due to its high-profile and contentious nature.
- 3.4. I do have concerns to the location of this proposed bakery. Horsefen Road is a narrow country lane with large amounts of traffic already and access problems. There is no path for pedestrians and trouble with access for those with disabilities or mobility problems, and those who require wheelchairs etc. This application does not go towards addressing this issue. More traffic would be encouraged due to the parking facilities and would exacerbate an already busy road. I am also concerned regarding parking facilities required within the plans. It has slight detail for mitigation measures but does not go far enough to address and resolve the issue of cars parking on the road. The size and spaces for parking is inadequate and would cause extra parking on the roadside and could be detrimental to safety.
- 3.5. I think this application is detailed but highlights the fact that this location is just not suitable due to the above highways issues. I do think that that this venture should be merited and encourage the applicants to find a more suitable location. This is something which myself, the local PC and BA could perhaps help with. I do wish the applicants well with this business venture.

Environment Agency

- 3.6. This should follow flood risk standing advice and we have no comments. The development is sequentially sited outside of the flood zone so cannot see any flood risk issues here anyway.

Norfolk County Council (NCC) Highways

- 3.7. Issues raised including lack of adequate provide for pedestrians people with disabilities (those confined to a wheelchair or others with mobility difficulties). Horsefen Road

serving the site considered to be inadequate to serve the development proposed, by reason of its poor alignment / restricted width / lack of passing provision, giving rise to conditions detrimental to highway safety. Lack of adequate visibility splays. The proposal does not incorporate adequate on-site vehicular parking and manoeuvring facilities likely to lead to an undesirable increase in on-street parking to the detriment to highway safety.

- 3.8. Following the submission of further information provided by applicant the following comments were received: I note an aboricultural survey/report is now provided presumably to prove that on-site parking and visibility can be provided. Regardless of this and whether or not the parking or visibility are adequate there remains other reasons for highway objection to the proposal (suitability of Horsefen Road to serve the proposal and lack of pedestrian facilities) and accordingly the proposal remains unacceptable in highway terms.
- 3.9. The applicant has subsequently a Transport Report and the Highways Authority has been consulted. It has been indicated at an officer level that this does not address the concerns , however Members will be updated orally with the formal response.

North Norfolk District Council Environmental Protection

- 3.10. The Environmental Protection (EP) Team have reviewed the details provided and at present time there is insufficient information upon which the EP Team can provide a full consultation response, particularly in relation to noise and odour matters and in the absence of this essential information therefore, the EP Team wish to object to the application as proposed. The application represents a substantial change in comparison to the existing use of the premises which is situated in a residential area and in close proximity to neighbouring domestic dwellings. Additionally, a number of key elements within this application including (but not limited to) “noise”, “odour” and intended “days/hours of operation” (in relation to the potential impact from noise and odour), have not been adequately assessed, nor measures to mitigate the impacts of these aspects provided as appropriate to safeguard neighbouring residential amenity. In view of the limited information provided, which has not adequately demonstrated that the proposal will not have a detrimental impact upon nearby residential amenity, the EP Team wish to object to the application as proposed.

North Norfolk District Council Planning Policy

- 3.11. Thank you for advising of the proposal. Based on the information provided I would have no comments to make at this time.

BA Tree Officer

- 3.12. I have visited the site and reviewed the proposed new access. Whilst this proposed access is very close to the base of the existing TPO'd Oak tree I feel there is some scope for the access if the correct construction detail is used. I would suggest that a "no-dig" solution be used to raise the proposed access and therefore minimise the potential impact on the roots of the tree.

BA Historic Environment Manager

- 3.13. The site sits within the Ludham Conservation Area amongst a cluster of similar timber-clad chalet buildings set on relatively large sites between Womack Water and Horsefen Road. The chalets are positioned in an ad hoc manner and for this reason I think the position of the proposed extension slightly further towards the street would be considered acceptable. The form and cladding of the extension will match that of the main building, albeit at a smaller scale. Some materials will need to be conditioned, including that of the porch canopy and further details of this feature should also be provided or detailed by condition. Will some form of flue also be needed for extract ventilation? If so, this needs to be shown on the elevations and details provided.
- 3.14. To summarise the position: form, scale and materials for the proposed extension mean that it is considered acceptable in design terms and is unlikely to cause harm to the character or appearance of the conservation area.

4. Representations

- 4.1. Six responses were received, raising the following relevant points:
- Property being lived all year round despite it being a holiday (10/12 month) property.
 - Site too small to accommodate a business.
 - Site currently accommodates three road vehicles, a trailer, a dumper truck, a mini digger and a derelict boat on a trailer. At the present time an extra vehicle is on the site.
 - Horsefen Road is a single carriageway road carrying traffic to and from the Sailing Base, the Wherry Base, Buttifants Boat Yard and several residential homes. It can be quite busy at times.
 - Insufficient room on the site to accommodate customer parking.
 - Traffic already uses the private entrance to the Holiday Site as a turning place causing some damage to the gravel surface.
 - The requested hours of business (0600 to 1800, 7 days a week) are quite unacceptable.
 - Increase in traffic by car and by foot proposed hours 6am to 6 pm 7 days a week would cause a great deal of light and noise pollution on all current chalet owners.
 - Impact on residents due to extra traffic turning in driveway along the road, vehicles blocking the narrow carriageway and pedestrians standing in the road.
 - Additional pedestrian footfall is dangerous on a single width road.

- Cars turns around in the shared drive, cars being left right across my drive whilst the driver gets out to order or pick up their produce, and cars which park right up against my hedge making it difficult to turn out of the drive onto the narrow road.
- Emergency vehicles would not be able to get through if there is additional traffic and congestion.
- Should the business grow in future and the customer base using vehicles increase, this will become quite unacceptable in an area that is supposed to be rural and peaceful.
- Customers queue in the road.
- This enterprise should be moved to a proper business site elsewhere.
- Unsuitable area to run current and grow a viable business.
- This area is a small rural quiet second home community and would be greatly impacted by the application.
- Bakery would be more appropriate in the village centre.
- Opportunity to rent/purchase a building in village for the purpose stated was not taken up.
- Advertising signs outside the property and further up the road attached to a vehicle cause further unnecessary obstruction.
- There will be no increase in employment in the area through this development.
- Shared entrance to the bungalows site is already used as a turnaround for vehicles attending bakery.
- Hedgerows have already been thinned and sections removed to make access. In a conservation area this is not acceptable.
- Such a development is not needed. There is no need for a holiday dwelling to develop this business.
- Site is already overdeveloped.
- Loss of hedges along Horsefen road which currently screens at least two of the chalets from the road and the potential damage to an oak tree with a TPO.
- Removing this large area of existing hedge / shrubs and mixed trees would impact even more on our privacy opening us up to more noise from the road and making our property directly exposed to all users of Horsefen Road.
- Proposed new in and out drive has also the potential to cause damage to nearby water meters for at least three of the timber chalets.
- Too many tbc items on the plan, leaving many unanswered questions.

- No details on lighting and signal etc. which would have enough impact on the feel of local area.
- Concern over future expansion of the business.
- If this business became unviable then the extension would be used for extra accommodation space.
- The current bakery sign, mounted on a workbench stands on the highway, making it impossible for two way traffic. This is made worse when people are waiting as they stand in the middle of the road.
- Any plans must encourage the cars to park on the land belonging to the bakery and they must find a way of moving the sign off the road.
- The proposal would increase the footprint of the existing property by 50%. We would dispute the view that this is "modest and commensurate".
- Not in accordance with Policy SP1 in relation to adverse impacts.
- Not in accordance with Policy DM8 due to loss of hedgerow and impacts on oak tree with TPO.
- Proposal encourages use of cars which must go against current planning in regard to climate change.
- Not in accordance with Policy DM21. Light pollution from vehicle headlights will shine straight into Willows, and Pines. Odours from cars turning.
- Not in accordance with Policy SP10, does not lead to any employment opportunities and it does impact on the special quality of the area by potentially increasing traffic.

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:
 - DM5 - Development and Flood Risk
 - DM11 - Heritage Assets
 - DM13 - Natural Environment
 - DM16 - Development and Landscape
 - DM21 - Amenity
 - DM23 - Transport, Highways & Access
 - DM29 - Sustainable Tourism & Recreation Development

- DM43 - Design
- DM44 - Visitor & Community Facilities and Services
- DM49 - Advertisements and Signs
- DM51 - Retail development in the Broads

5.3. Other material considerations:

- National Planning Policy Framework (NPPF)
- Planning Practice Guidance (PPG)
- North Norfolk District Council Core Strategy (adopted 2008)

6. Assessment

6.1. The proposal is for a change of use to a dwelling and retail bakery (sui generis mixed use) including the erection of a single storey extension. The main issues in the determination of this application are the principle of development and the suitability of the site for the proposed commercial use, design and landscape, impact on amenity of neighbouring residents, and parking provision and highways.

Principle of development

6.2. The principle of development in this case relates to the siting of a commercial business at the subject site, this being outside of a village centre location. The relevant policy to consider firstly is Policy DM51 of the Local Plan for the Broads, this addressing retail development in the Broads area. The policy requires under criterion (i) that consideration is given to national policy, in this case Paragraphs 86 to 91 of the National Planning Policy Framework (NPPF), this addressing the vitality of town centres. Consideration is also given under criteria (ii) and (iii) to local plan policy and evidence of the district in which the proposal is located, in this case Policy EC5 of the North Norfolk District Council (NNDC) Core Strategy, this addressing Location of Retail and Commercial Leisure Development.

6.3. The NPPF under Paragraph 87 requires that local planning authorities apply a sequential test to planning applications for main town centre uses which are neither in an existing centre nor in accordance with an up to date plan. The sequential test stipulates that main town centre uses should be located:

- in town centres
- then in edge of centre locations
- only if suitable sites are not available (or expected to become available within a reasonable period) should out of centre sites be considered.

6.4. NNDC Policy EC5 is concerned with strengthening the role of market towns and other appropriate rural settlements as service centres through, amongst other things,

enhancing the vitality and viability of their centres. Ludham is considered to be a service centre, however the Local Plan does not specify whether the subject site is within the service centre designation.

- 6.5. It is important to consider the main aspects of the relevant policies. The overriding purpose in respect of this application is to ensure that new retail development does not undermine the vitality and viability of the service centre.
- 6.6. The subject site is clearly separated from what would be considered as the village centre, this being where the convenience store including Post Office, pub, butchers, and garage are sited, approximately 700m to the north west of the subject site. There is a secondary area at Womack Staithe comprising a visitor friendly general store, a fishing tackle shop, and an antiques shop; these are approximately 175m to the north west of the site. Although not so far from the subject site, the separation is total in that one site cannot be viewed from the other, and there are a number of dwellings in between. This can be demonstrated by the need for the applicant to advertise his business at the staithe, this being done through the parking of a vehicle in the passing bay near the public toilet. In addition, customer parking is required at the site, rather than relying on parking at the staithe or in the village centre.
- 6.7. The separation between the two commercial areas and the subject site means that it cannot be considered as part of either of those two areas. Taking into account the scale of the proposed bakery and the particular niche within which the proposed provision lies, namely an artisan bakery, it would be reasonable to assert that this would only have an impact on similar provision. Whilst there are outlets in Ludham that provide bread and other similar products, such as the convenience store and the visitor friendly general store on the Staithe, bakery is not the prime function of either shop, and the produce is not considered to be of the type considered as artisan. It would therefore not be reasonable to assert that the subject bakery would have an unacceptable impact on the vitality and viability of existing businesses or the two commercial areas.
- 6.8. The other aspect to consider is whether a sequentially preferable site is available, suitable and viable. At present there are no suitable sites available in Ludham, it is noted that this situation was also noted in the pre-application response from March 2021. It is therefore considered that the proposed location is acceptable when considering the specific policy requirement.
- 6.9. The proposed development is considered to be in accordance with the overarching principles of the NPPF, relevant Local Plan of the district in which the site is located, and criterion b) of Policy DM51 of the Local Plan for the Broads, this being to ensure the vitality and viability of the village centre and the various commercial interests. It is noted that NNDC Planning Policy have advised that they do not have any comment to make at this time.
- 6.10. Policy DM51 of the Local Plan for the Broads goes on to require two further areas of consideration for retail development. Firstly, under criterion a) that the scale is

commensurate with the size of the settlement. The scale of the proposed business is appropriate taking into account the size of Ludham village.

- 6.11. The second aspect under Policy DM51 is criterion (c) which requires the proposal to be in accordance with other policies of the development plan. Of relevance to consideration of the principle of the proposal is Policy DM44 which considers visitor and community facilities and services. The supporting text includes shops as a community facility. Taking into account the applicant's supporting statement it would also be reasonable to assess this as a visitor facility. Of relevance here is the section regarding development of new buildings, specifically criterion (f) which requires that the development is in a sustainable location and accessible by a choice of transport modes, this reflecting paragraph 88 of the NPPF.
- 6.12. The location of the site as examined above is not within the service centre, or the secondary area at Womack Staithe. Visitors to the site would be reliant on private vehicle to access the site, arriving by bicycle, or on foot having arrived for example at the staithe by boat, or having alighted from a bus at the main road to the north. Whilst the distance from the main road or staithe is not such that access on foot would be unreasonable, there is an absolute lack of footpath along Horsefen Road which is subject to blind bends lessening clear vision and areas where pedestrian refuge is difficult. It is not considered to be reasonable or acceptable to include pedestrian access from the main road or staithe where this access cannot be demonstrably safe. With this in mind, the only safe access is by vehicle or bicycle, which is not considered to represent a choice of transport modes. The location of the proposed bakery is therefore not considered represent a sustainable location, and in principle would not be acceptable and is contrary to Policies DM44 and DM51 of the Local Plan for the Broads, and the NPPF which puts sustainable development at the heart of decision making.

Design and impact upon the landscape

- 6.13. The proposal is for a reasonably modest sized building which replicates the main form, appearance, and finish of the dwelling on site, with the notable exception being a curved roof rather than a pitched roof. The building is smaller in footprint and height so achieves a clear hierarchy of buildings on site which helps maintain the overall appearance of the site. The BA Historic Environment Manager in providing design advice has accepted that a position slightly further towards the street would be acceptable, and that the curved roof in some ways helps to differentiate between the residential and commercial elements of the building and is low in profile so will not be too visually prominent within the Ludham Conservation Area. Materials and design features such as the porch canopy would require further details to be submitted but it would be reasonable to require these by planning condition.
- 6.14. The siting is within the former Womack holidays site which comprises a collection of modest sized timber chalets. The proposed building would satisfactorily complement development on this section of Horsefen Road. Additional entrances to the site are

proposed, this would involve the loss of some hedging which fronts the highway. Views of the site are reasonably restricted from the wider surrounding area, neither the proposed building nor the additional entrances would undermine the appearance of the area or Broads landscape, and would not be detrimental to the character and appearance of the Conservation Area. The proposal is therefore considered acceptable with regard to Policies DM11, DM16, and DM43 of the Local Plan for the Broads.

Amenity of residential properties

- 6.15. The former Womack holidays site, in comprising small timber chalets for holiday occupation, provides less separation between buildings than is commonly the case with detached properties, with any issues of noise or disturbance potentially exacerbated by the lightweight construction, along with the haphazardly staggered layout. The nearest dwelling to the subject dwelling is the Willows, with a separation of approximately 12 metres; Chestnuts and the Pines have a separation of approximately 17 metres. Taking into account the lack of information provided following the concerns raised by NNDC Environmental Protection Team it is not possible to reasonably assess the potential impacts on neighbour amenity in relation to noise and odour.
- 6.16. The Environmental Protection Team response is detailed above in paragraph 3.9. Their request for a Noise and Odour Impact Assessment has been brought to the attention of the applicant on a number of occasions during the determination period. The need for further information was reiterated to the applicant at an on-site meeting with the applicant, Planning Officer, and the Senior Environmental Protection Officer and Senior Commercial Officer from NNDC in October 2021, at which the potential issues with the proposal were discussed and possible ways forward were outlined. At the present time no further information has been provided; the applicant has confirmed that no further information will be provided prior to a decision being made. The Local Planning Authority is therefore left with no option but to recommend refusal on the basis of a lack of information to reasonably demonstrate that the proposal will not have an adverse impact on the amenity of neighbouring residents in relation to noise and odour from the operation of the proposed bakery within the proposed building, contrary to Policy DM21 of the Local Plan for the Broads and the NPPF.
- 6.17. The other potential impact on neighbour amenity is due to the increase in visitors to the site brought about by the operation of the bakery. The former Womack holidays site is a fairly compact provision of timber chalets, with limited separation distances between these and the proposed bakery building. The applicant has estimated up to 40 customers per day, although this figure could not effectively be controlled as a maximum. Even at 40 customers per day, that is 40 extra visits to a residential site which would otherwise not take place. This simple fact would evidently alter the use of the site and represents, in comparison to the existing use, a marked intensification. This intensification of use would have an impact on the amenity enjoyed by residential neighbours as 40 members of the public would be visiting the site, just the other side of a boundary hedge and with limited separation, 7 days a week. The activity and sound, and potential loss of privacy, in addition to the perceived loss of privacy would be

demonstrably different to the existing situation and would be out of keeping and character with the existing use of the site to the detriment of the amenity currently enjoyed by neighbouring residents, contrary to Policy DM21 of the Local Plan for the Broads.

- 6.18. The access and parking for customers arriving by vehicle is less than 10 metres from the nearest dwelling. Whilst it is accepted that between the bakery access and parking and the nearest dwelling is a shared access serving three properties of the former Womack holidays site, this is not reasonably comparable as one is an access for three dwellings, the other is access for a commercial premises, the use of which is unpredictable and not possible to control, an issue raised by the Highways Authority . The applicant has stated that he expects most customers to arrive on foot, but there is nothing to stop customers arriving by car, and once a business becomes established its popularity could fundamentally change how it draws in its custom. Multiple car visits from 6am to 6pm, 7 days a week has the obvious potential to have a demonstrable impact on the amenity currently enjoyed by neighbours, which would be exacerbated if multiple cars arrived at the same time and had to queue at the site. With the best will of the site owner, these are not elements that can be controlled.
- 6.19. The issues raised by the Environmental Protection Team may potentially be addressed through submission of a suitable assessment, but the potential impacts on neighbour amenity as a result of an intensification of use of the site in what is a residential area is not something that appears to be capable of being realistically controlled through planning restrictions. In effect this relies on the business not being particularly successful. It is therefore considered that the siting of the proposed commercial business in a residential area has an unacceptable potential to impact on the amenity enjoyed by residential neighbours, contrary to Policy DM21 of the Local Plan for the Broads.

Highways and public rights of way

- 6.20. Norfolk County Council (NCC) as Highways Authority have responded to a number of requests for a response, including at pre-application stage. They have consistently cited issues of highway safety in respect of pedestrians and people with disabilities visiting the site, the inadequacy of Horsefen Road to serve the site, by reason of its poor alignment / restricted width / lack of passing provision. In addition they cited issues of visibility at the site access, and inadequate parking provision.
- 6.21. Following submission of additional information, the Highways Authority acknowledged that the issue of visibility and onsite parking appear to have been resolved, but maintained an objection on the issues of highway safety stating that
- Regardless of whether or not the parking or visibility are adequate there remains other reasons for highway objection to the proposal (suitability of Horsefen Road to serve the proposal and lack of pedestrian facilities) and accordingly the proposal remains unacceptable in highway terms.*

- 6.22. The applicant sought input from a transport consultant who made initial comments on the highway safety situation. The Highway Authority clarified their position stating:

This proposal clearly will increase the vehicular use of Horsefen Road a narrow poorly aligned road which has no formalised pedestrian facilities, uses an unsatisfactory vehicular access point in terms of visibility and provides only limited on-site parking provision. Horsefen Road is well used by pedestrians and introducing a commercial use without adequate access or parking facilities cannot but add to the risks encountered by these pedestrians and other vulnerable road users (VRU's) as well as the additional pedestrians/VRU's encouraged to the site by the proposal.

- 6.23. It is clear from the Highway Authority comments that the nature of Horsefen Road, being a narrow carriageway with poor alignment and no provision for pedestrians, along with areas that provide limited pedestrian refuge, make it unsuitable for the subject proposal which would increase traffic on the road, and significantly increase the number of pedestrians having to use the road for access to the site. As noted by the Highways Authority: *A lack of personal injury accidents in the locality is fortunate and introducing any sub-standard proposal increases the risks of such accidents occurring.* The proposed use of the site to provide a bakery would have an impact on highway safety and is therefore unacceptable and contrary to Policy DM23 of the Local Plan for the Broads.
- 6.24. In response to this the applicant has provided a transport survey which has been passed onto the Highways Authority. Officers of the Highways Authority have indicated that the information does not address the concerns, however the formal response has not yet been received and members will be updated verbally at the meeting. Any further comments received will be uploaded to the online planning system.

Other issues

- 6.25. In relation to flood risk, the Environment Agency commented that the development is sequentially sited outside of the flood zone and should follow flood risk standing advice. The applicant has submitted a flood risk assessment which deals with the issues of surface water, access and evacuation, and floor levels to some extent. Taking into account the information provided and the standing advice it is considered that the proposed development is acceptable with regard to Policy DM5 of the Local Plan for the Broads.
- 6.26. In relation to impact on trees, namely an oak tree subject to a TPO to the road side of the site which would be sited between the customer vehicle entrance and exit, the BA tree officer has raised no objection subject to the newly created access (the customer vehicle exit) using the correct construction detail. In this case that would comprise a "no-dig" solution which would minimise the potential impact on the roots of the tree; this could be reasonably secured by planning condition. Subject to this the proposed development is acceptable with regard to Policy DM16 of the Local Plan for the Broads.

7. Conclusion and recommendation

7.1. That planning permission be refused for the following reasons:

1. The proposed bakery with retail sales is not considered to be sustainably located, is poorly linked to the village of Ludham, and not accessible by a range of transport modes, contrary to Policies DM44 and DM51 of the Local Plan for the Broads, and the NPPF.
2. The proposed bakery with retail sales would result in a type of use and intensification of use which is out of keeping and character with the predominantly residential surrounding area, to the detriment of the amenity enjoyed by neighbouring residents, contrary to Policy DM21 of the Local Plan for the Broads.
3. Insufficient information has been provided to ensure that impact from the function of the proposed bakery in terms of noise and odour would be at an acceptable level, contrary to Policy DM21 of the Local Plan for the Broads.
4. The site of the proposed bakery is not accessible by footpath and the access road is a single carriageway with blind bends and areas with poor pedestrian refuge. The proposed development does not adequately provide for pedestrians and people with disabilities (those confined to a wheelchair or others with mobility difficulties), contrary to Policy DM23 of the Local Plan for the Broads.
5. Horsefen Road serving the site is considered to be inadequate to serve the development proposed, by reason of its poor alignment / restricted width / lack of passing provision. The proposal, if permitted, would be likely to give rise to conditions detrimental to highway safety, contrary to Policy DM23 of the Local Plan for the Broads and the NPPF.

8. Reason for recommendation

- 8.1. The proposal is considered to be contrary Policies DM21, DM23, DM44, and DM51 of the Local Plan for the Broads and the National Planning Policy Framework (2021) which is a material consideration in the determination of this application.

Author: Nigel Catherall

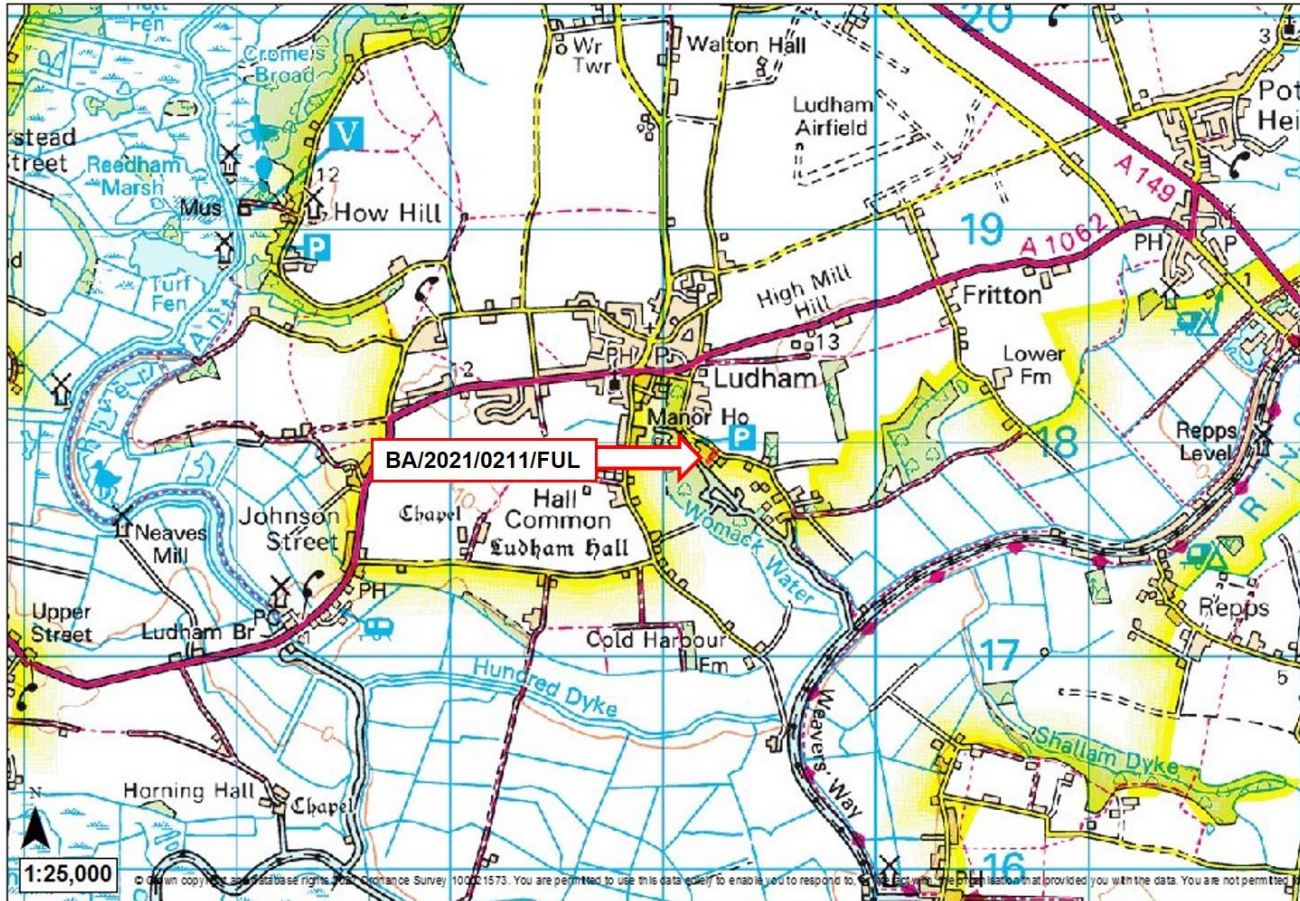
Date of report: 25 January 2022

Background papers: BA/2021/0211/FUL

Appendix 1 – Location map

Appendix 1 – Location map

BA/2021/0211/FUL - Broadgate, Horsefen Road, Ludham, NR29 5QG



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Planning Committee

04 February 2022

Agenda item number 7.2

BA/2021/0472/FUL – Land at How Hill, Ludham: Replacement boardwalk

Report by Senior Planning Officer

Proposal

Replacement of wooden boardwalk with recycled plastic and replacement of arched wooden bridge with horizontal wooden alternative.

Applicant

Broads Authority

Recommendation

Approve

Reason for referral to committee

The Broads Authority is the applicant.

Application target date

25 January 2022

Contents

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1. Description of site and proposal

- 1.1. The How Hill site is located in the north of the Broads, in the valley of the River Ant between the villages of Irstead to the north and Ludham to the south. The site forms a nature reserve within which is How Hill House, a Grade II listed building used as an education centre.
- 1.2. The location of this application site is to the east of the main How Hill site, adjacent to Crome’s Broad. The nature trail here is open annually from Easter to the end of October and provides access to the National Nature Reserve for the general public. Part of the trail that runs along the edge of and through a section of wet woodland is surfaced with a wooden boardwalk which is connected across an open water dyke by an arched, wooden bridge. The proposal seeks to replace the existing bridge and boardwalk.
- 1.3. The design of the replacement boardwalk will be almost identical to the existing except for the change of materials to recycled plastic. Dimensions of the walkway will be the same (1.3m wide), with an additional runner along the edges which will provide an extra safety measure, giving a more visible edge to the boardwalk. The sleepers may need to be slightly closer together for added strength but this will not result in a noticeable change.
- 1.4. The current arched bridge will be dismantled and replaced with a flat wooden structure. The change in shape is to allow better access for disabled visitors. The bridge will be supported by wooden piles at each end, with four horizontal bearers spanning the 8m dyke. These will be covered by wooden planks and bounded on each side with wooden handrails, planed to a smooth finish. If needed, non-slip strips will be added to the edge of the wooden planks.

2. Site history

- 2.1. None specific here.

3. Consultations received

BA Historic Environment Manager

- 3.1. Following the pre-application discussions I am satisfied that this proposal to replace the timber boardwalk with a recycled plastic will have a very limited impact on the sensitive

character and appearance of this area and I do not therefore object. However, this is subject to the exact type, colour and finish of the boarding so please can this be conditioned and samples provided.

The design of the existing bridge is quite distinctive. However, this is a relatively recent structure, designed to allow boat access beneath it and its design clearly limits access over it. I therefore have no objection to its replacement with a simple timber bridge structure which will provide safer and better access into the reserve.

BA Landscape

- 3.2. The proposals are essentially a like-for-like replacement of existing features and would not cause any significant landscape or visual effects.

4. Representations

- 4.1. None received.

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 & Landscape
 - DM43 - Design

6. Assessment

- 6.1. The application seeks to replace an existing wooden boardwalk with a recycled plastic material and replace the existing pedestrian bridge with a new, horizontal, accessible version made of timber. The replacements will be on a like-for-like basis in terms of their position on the nature trail.

Principle of development

- 6.2. The nature trail at How Hill is open annually from Easter to the end of October and provides access to the National Nature Reserve for the general public. The Broads Authority has a responsibility to ensure that access to the public is available. Both the bridge and the boardwalk are nearing the end of their serviceable life and are now due for replacement. The principle of the development is therefore acceptable.

Design and Impact upon the landscape

- 6.3. It is proposed to replace the existing wooden boardwalk with a recycled plastic material that has been used elsewhere within the Broads Area.

- 6.4. Considering the principle of replacing a traditional material such as timber with a recycled/composite plastic material, this is typically resisted throughout the Broads due to circumstances relating to a building or a specific character of an area and in this instance, the area is very natural. However, timber does have a limited lifespan and the Broads Authority recognise that the overall quality of plastic/recycled materials has improved in recent years with some of the products achieving a relatively natural finish. There is a need to consider each proposal on a case by case basis and subject to details the change of material may not be unacceptable. It is also recognised that there are benefits of using recycled plastic including its inherent non-slip properties, removing the need for chicken wire or any other type of additional design requirements, along with the fact that the proposed recycled plastic is a dark coloured material and would be replacing an unsightly damaged boardwalk. In addition, with no need for treatment, unlike tanned timber, there is no risk of leaching into the surrounding environment. Subject to a high quality product being used, it is likely that the plastic will, over time, weather to a natural finish comparable to timber and as it is located in an enclosed area, there will be no adverse visual impact on the surrounding landscape.
- 6.5. The current bridge is an arched design, originally installed in order to maintain boat access to the dyke spanned by the bridge. Unfortunately, this design does limit access and even with non-slip strips and netting, still presents a steep and potentially off-putting crossing particularly for wheelchair users. The proposal is therefore to replace the bridge with a simpler, flat design similar to that used elsewhere on the How Hill estate. There is no objection from either the Landscape Architect or the Historic Environment Manager to the replacements and the proposal is therefore considered to be acceptable in terms of Policies DM11, DM16 and DM43.

Biodiversity

- 6.6. The works will be contained within a limited working corridor, along an existing access route that has regular pedestrian traffic and vegetation management. Although some vegetation clearance will be required in the immediate vicinity of the bridge an initial habitat assessment has identified that this area is unsuitable for water vole burrows and no signs have been found. It is proposed to undertake all three phases of development outside of the bird breeding season and numbers of people working on site will be kept to a small core group. Utilising the access from the adjacent field will minimise impacts and provides the optimal route for minimising tracking, footfall and noise.
- 6.7. Discussions with Natural England suggest that this proposal would not be classified as works to an SSSI that would require separate consent. The proposal is considered to be in accordance with Policy DM13 of the Local Plan for the Broads.

7. Conclusion

- 7.1. The proposals will allow for better access along the nature trail around How Hill in particular, the new bridge will allow for wheelchair users to also use the trail. The

proposed change in materials is not considered to be unacceptable in terms of the impact on the character of the area. It is therefore recommended that planning permission is approved subject to conditions.

8. Recommendation

8.1. Approve subject to the following conditions:

- Time Limit
- In accordance with the submitted documents and plans.
- Constructed in accordance with the agreed material schedule or requirement to submit details of material if they differ due to supply issues.

9. Reason for recommendation

9.1. Subject to the conditions outlined above, the application is considered to be in accordance with Policies DM11, DM13, DM16 and DM43 of the Local Plan for the Broads 2019.

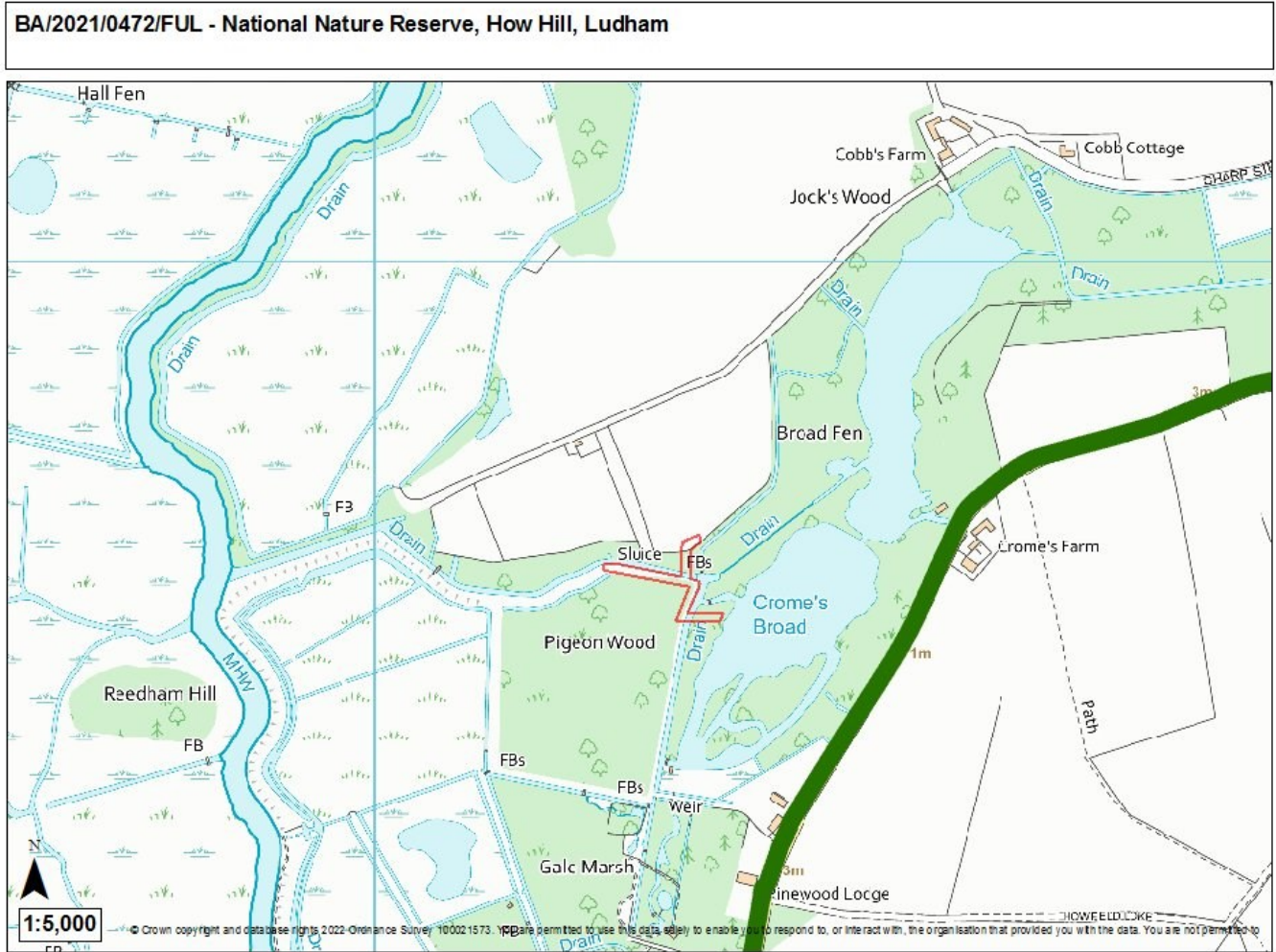
Author: Cheryl Peel

Date of report: 18 January 2022

Background papers: Application file

Appendix 1 – Location map

Appendix 1 – Location map



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Planning Committee

04 February 2022

Agenda item number 8

Enforcement update- February

Report by Head of Planning

Summary

This table shows the monthly updates on enforcement matters. The financial implications of pursuing individual cases are reported on a site by site basis.

Recommendation

To note the report.

Committee date	Location	Infringement	Action taken and current situation
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. October 2018 to February 2019. • Planning Contravention Notices served 1 March 2019. • Site being monitored 14 August 2019. • Further caravan on-site 16 September 2019.

Committee date	Location	Infringement	Action taken and current situation
			<ul style="list-style-type: none"> • Site being monitored 3 July 2020. • Complaints received. Site to be visited on 29 October 2020. • Three static caravans located to rear of site appear to be in or in preparation for residential use. External works requiring planning permission (no application received) underway. Planning Contravention Notices served 13 November 2020. • Incomplete response to PCN received on 10 December. Landowner to be given additional response period. • Authority given to commence prosecution proceedings 5 February 2021. • Solicitor instructed 17 February 2021. • Hearing date in Norwich Magistrates Court 12 May 2021. • Summons issued 29 April 2021. • Adjournment requested by landowner on 4 May and refused by Court on 11 May. • Adjournment granted at Hearing on 12 May. • Revised Hearing date of 9 June 2021. • Operator pleaded 'not guilty' at Hearing on 9 June. Trial scheduled for 20 September at Great Yarmouth Magistrates Court. • Legal advice received in respect of new information. Prosecution withdrawn and new PCNs served on 7 September 2021. • Further information requested following scant PCN response and confirmation subsequently received that caravans 1 and 3 occupied on Assured Shorthold Tenancies. 27 October 2021 • Verbal update to be provided on 3 December 2021

Committee date	Location	Infringement	Action taken and current situation
			<ul style="list-style-type: none"> • Enforcement Notices served 30 November, with date of effect of 29 December 2021. Compliance period of 3 months for cessation of unauthorised residential use and 4 months to clear the site. 16 December 2021.
8 November 2019	Blackgate Farm, High Mill Road, Cobholm	Unauthorised operational development – surfacing of site, installation of services and standing and use of 5 static caravan units for residential use for purposes of a private travellers’ site.	<ul style="list-style-type: none"> • Delegated Authority to Head of Planning to serve an Enforcement Notice, following liaison with the landowner at Blackgate Farm, to explain the situation and action. • Correspondence with solicitor on behalf of landowner 20 November 2019. • Correspondence with planning agent 3 December 2019. • Enforcement Notice served 16 December 2019, taking effect on 27 January 2020 and compliance dates from 27 July 2020. • Appeal against Enforcement Notice submitted 26 January 2020 with a request for a Hearing. Awaiting start date for the appeal. 3 July 2020. • Appeal start date 17 August 2020. • Hearing scheduled 9 February 2021. • Hearing cancelled. Rescheduled to 20 July 2021. • Hearing completed 20 July and Inspector’s decision awaited. • Appeal dismissed with minor variations to Enforcement Notice. Deadline for cessation of caravan use of 12 February 2022 and 12 August 2022 for non-traveller and traveller units respectively, plus 12 October 2022 to clear site of units and hardstanding. 12 Aug 21 • Retrospective application submitted on 6 December 2021. • Application turned away. 16 December 2021

Committee date	Location	Infringement	Action taken and current situation
4 December 2020	Land to east of North End, Thorpe next Haddiscoe	Unauthorised change of use to mixed use of a leisure plot and storage.	<ul style="list-style-type: none"> • Authority given for the service of Enforcement Notices. • Section 330 Notices served 8 December 2020. • Enforcement Notice served 12 January 2021 with compliance date 12 February 2021. • March 2021 - Some clearance commenced. Three month compliance period. • Site to be checked for progress. April 2021 • Progress being monitored. May 2021 • Site not cleared by deadline. Operator given a further period. June 2021 • Negotiations underway. July 2021 • Further clearance, but incomplete. 25 August 2021 • Further clearance. Inspection needed. 22 September 2021 • Landowner given to end of year to complete clearance. 22 October 2021 • Further material removed, but some work required for compliance. Correspondence with landowner. 17 January 2022.
8 January 2021	Land east of Brograve Mill, Coast Road, Waxham	Unauthorised excavation of scrape	<ul style="list-style-type: none"> • Authority given for the service of Enforcement Notices. • Enforcement Notice served 29 January 2021. • Appeal against Enforcement Notice received 18 February 2021. • Documents submitted and Inspector's decision awaited. September 2021

Author: Cally Smith

Date of report: 17 January 2022

Planning Committee

04 February 2022

Agenda item number 9

Loddon and Chedgrave Neighbourhood Plan- designating the Neighbourhood Area

Report by Planning Policy Officer

Summary

This report introduces the Loddon and Chedgrave Neighbourhood Plan.

Recommendation

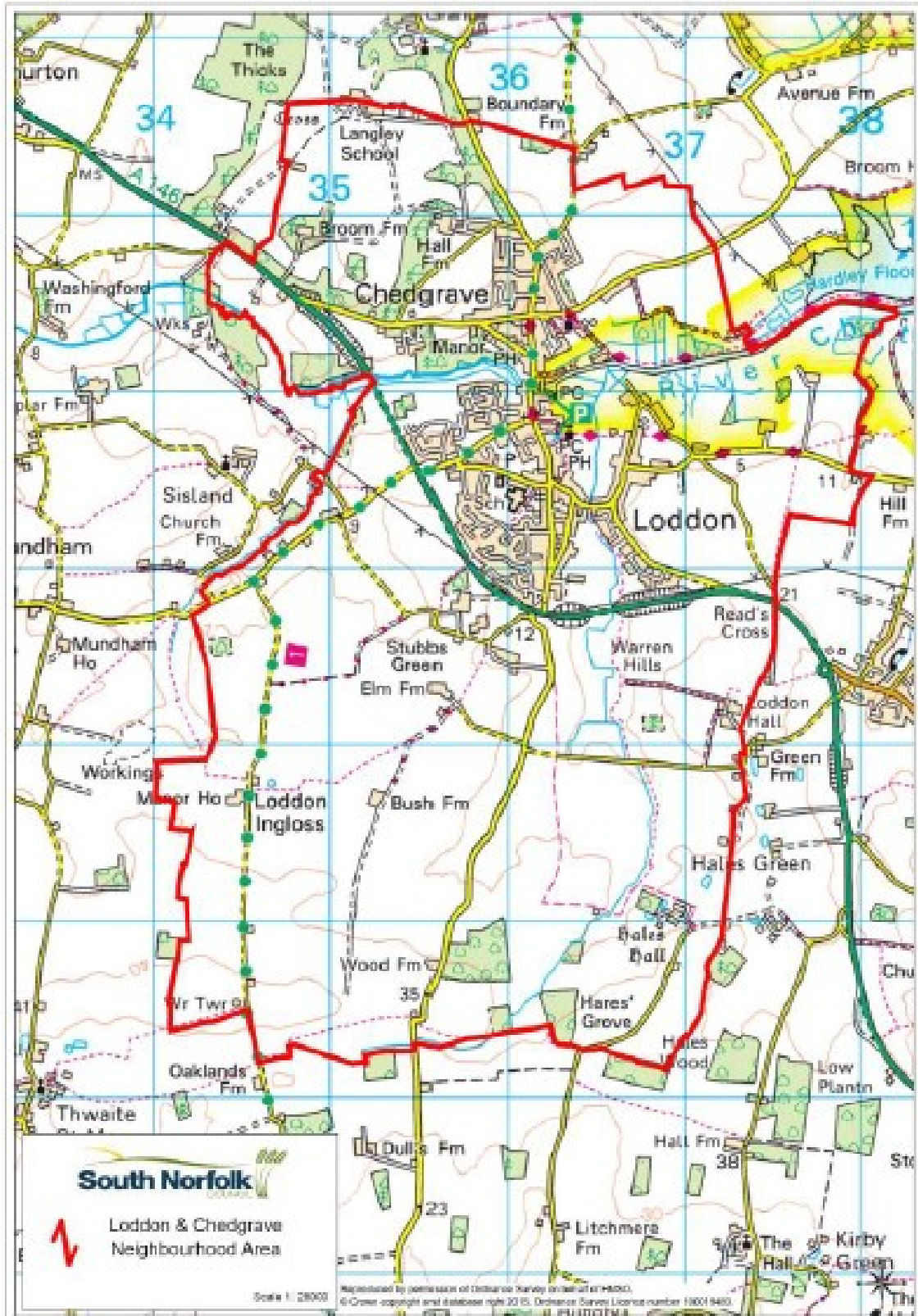
To agree to Loddon and Chedgrave becoming a Neighbourhood Area to produce a Neighbourhood Plan.

1. Neighbourhood planning

- 1.1. Neighbourhood planning was introduced through the Localism Act 2011. Legislation then came into effect in April 2012 giving communities the power to agree a Neighbourhood Development Plan, make a Neighbourhood Development Order and make a Community Right to Build Order.
- 1.2. A Neighbourhood Development Plan can establish general planning policies for the development and use of land in a neighbourhood, such as where new homes and offices should be built, and what they should look like.
- 1.3. Under the Neighbourhood Planning (General) Regulations 2012, a parish or town council within the Broads Authority Executive Area undertaking a Neighbourhood Plan is required to apply to the Broads Authority and the relevant District Council to designate the Neighbourhood Area that their proposed plan will cover.
- 1.4. As this application is for two parishes to be considered as one Neighbourhood Area and produce one Neighbourhood Plan, the application was consulted on for 6 weeks. The deadline for comments was 24 January 2022 which was after the deadline for this report. Two comments had been received at the time of writing – from Natural England and Historic England, both standard responses which raised no objections to the proposed area. Any other responses will be reported verbally at February Planning Committee.

2. The Neighbourhood Area

- 2.1. Loddon and Chedgrave Parish Councils in South Norfolk have submitted the application for the area covered by the two parishes to become a Neighbourhood Area for the purposes of producing a Neighbourhood Plan.



3. About Loddon and Chedgrave neighbourhood area application

- 3.1. The consultation ran from 6 December to 24 January 2022.
- 3.2. There are no known or obvious reasons not to agree the Neighbourhood Area.

4. Useful links

[Broads Authority Neighbourhood Planning](#)

[Loddon & Chedgrave Neighbourhood Plan – Broadland and South Norfolk \(southnorfolkandbroadland.gov.uk\)](#)

[Royal Town Planning Institute neighbourhood planning guidance](#)

Author: Natalie Beal

Date of report: 19 January 2022

Planning Committee

04 February 2022

Agenda item number 10

February Issues and Options Bite Size Pieces

Report by Planning Policy Officer

Summary

The review of the Local Plan for the Broads is underway. This report introduces some sections of the emerging draft Issues and Options stage of the Local Plan. These sections cover the introduction, flood resilience, water usage, wind power and quay heading in front of quay heading.

Recommendation

Members' thoughts and comments on the draft sections are welcomed.

1. Introduction

- 1.1. The review of the Local Plan for the Broads is underway. The first document produced as part of the review of the Local Plan will be an Issues and Options consultation. As well as advertising that we are reviewing the Local Plan this stage identifies some issues and related options and seeks comments. Responses will inform the subsequent stages of the Local Plan.
- 1.2. This report introduces bite size pieces of the Issues and Options. Members will of course be presented with the final draft version of the Issues and Options to endorse it for consultation at a later Planning Committee.
- 1.3. The bite size piece covers the introduction, flood resilience, water usage, wind power and quay heading in front of quay heading. Members' views on these draft sections of the Issues and Options are welcomed.

Author: Natalie Beal

Date of report: 19 January 2022

Appendix 1 – Introductory sections to the Issues and Options

Appendix 2 – Existing housing stock – flood resilience

Appendix 3 – Water efficiency of new dwellings

Appendix 4 – Wind power

Appendix 5 – Quay heading in front of quay heading



**Local Plan for the Broads - Review
Issues and options bitesize pieces
February 2022**

Introductory sections to the Issues and Options

The following is one of the draft sections of the Issues and Options. It relates to the introductory sections. Members' thoughts are welcomed as we finalise this section of the Issues and Options.

1. Introduction

We have started the review of our Local Plan. This is the first round of public consultation. It is the Issues and Options consultation.

There are a few reasons why we are starting to review the Local Plan:

- We commit, in the current Local Plan, to start to review it around 18 months after adoption. Eighteen months after May 2019 adoption is around November 2020. Background work started internally in November 2020, such as project planning.
- The Local Plan for the Broads 2019 was produced in line with and examined against the 2012 NPPF. At around the time the final draft of the Local Plan was being consulted on/submitted/examined, a new version of the National Policy Planning Framework (NPPF) was released. This included transition arrangements for advanced Local Plans, such as that for the Broads, which permitted examination against the 'old' 2012 NPPF. It is prudent to now start to review the Local Plan, noting that the NPPF was updated in 2021.
- Given that the final drafting of the current Local Plan was at the end of 2017 (submitted early 2018, examined from mid-2018 and adopted May 2019), some of the issues that are addressed in the Local Plan, such as climate change, have moved on. Again, it is prudent to start to review the Local Plan to ensure it is as up to date as possible.

We have not included policies in this document; that will be for the next version of the Local Plan. This stage is more about identifying issues and discussing options.

At this 'First Steps' stage we would like to know what you think about the Broads - what you value about it, what needs improvement, and what you think the key issues are. We would also like to know what your views are on our current planning policies and whether they are working.

Questions in this document are there to prompt and guide responses on the issues we think are most relevant to the new Local Plan. Please don't feel you have to answer them all but fill in any of relevance to you. Alternatively, if you want to answer more generally or cover other issues then please drop us a separate letter or email. The important thing is to tell us what you think – we want to hear from as many and as wide a range of people as possible.

2. About Local Plans


Each local planning authority must prepare a Local Plan that sets the planning policies in its local area. The Local Plan is important when deciding planning applications, as all decisions must be made in accordance with its policies, unless there are strong reasons not to do so. Local plans must be positively prepared, justified, effective and consistent with national policy, in accordance with section 20 of the Planning and Compulsory Purchase Act 2004 (as amended) and the NPPF. Every local planning authority in England should have a clear, up-to-date Local Plan that conforms to the NPPF, meets local development needs and reflects local people's views on how they wish their community to develop.

The National Planning Policy Guidance (NPPG) usefully discusses what Local Plans are and what the legislative background is for producing them. It also talks generally about what they should include: [Plan-making - GOV.UK \(www.gov.uk\)](http://www.gov.uk).

3. Timeline and stages for the production of the Local Plan for the Broads.

The timeline for producing the Local Plan, is set out in the [Local Development Scheme](#).

Generally, however, these are the steps to reviewing/producing a Local Plan. The arrow indicates the stage that has been reached.

- 
- Update the [Local Development Scheme](#) (completed)
 - Update the [Statement of Community Involvement](#) (completed)
 - Prepare [Sustainability Appraisal Scoping Report](#) and undertake technical consultation with certain stakeholders (completed)
 - Review vision, objectives and policies (completed – in this document)
 - Consider issues in area and identify options to address these – Issues and Options version of the Local Plan. Also produce Sustainability Appraisal and Habitats Regulation Assessment. Consult on this version (underway– in this document).
 - Undertake call for sites for residential moorings and housing – if required.
 - Produce evidence base as required (some completed, see [here](#)).
 - Start to produce policies – Preferred Options version of the Local Plan. Produce Sustainability Appraisal. Produce Habitats Regulation Assessment. Consult on this version.
 - Amend and finalise policies – Publication version of the Local Plan. Produce Sustainability Appraisal. Produce Habitats Regulation Assessment. Consult on this version.
 - If still content with policies after assessing feedback on the Local Plan, submit to Planning Inspector. This is the Submission stage.
 - Examination, including consultations as required.
 - Adopt and monitor.

It is envisaged that it could take around 4 years to get to a Submission stage for a Local Plan.

4. Sustainability Appraisal and Habitats Regulation Assessment

We have produced a Sustainability Appraisal (SA) Scoping Report and asked key stakeholders for their views. The Scoping Report and comments received can be found [here](#).

We are aware that the Government is considering changing the approach to assessing local plans. The requirement to produce a SA or Habitats Regulation Assessment (HRA) may be removed. Another assessment may take its place. This was proposed in the 2020 Planning White Paper. However, at the time of writing, no such changes were in place and so, unless told to do otherwise, we will still produce SAs and HRAs as appropriate.

Similarly, the UK has left the European Union (EU). The need to undertake SAs and HRAs originates from EU directives. EU law was transposed into UK law when we left the EU and so the requirement to undertake those assessment still exists.

The Sustainability Appraisal that accompanies this Issues and Options document can be found here: <to follow>.

The Habitats Regulation Assessment that accompanies this Issues and Options document can be found here: <to follow>.



**Local Plan for the Broads - Review
Issues and options bitesize pieces
February 2022**

Existing housing stock – flood resilience

Introduction

At the December Planning Committee, when the energy efficiency/performance of the existing housing stock part of the Issues and Options was discussed, the idea of taking a similar approach in relation to flood resilience was also mentioned. This bite size piece seeks to address that idea.

In terms of the existing housing stock:

1. The adopted Local Plan (DM2) for the Broads requires ‘extensions that increase occupancy and proposals for replacement development, as well as proposals to intensify an already permitted use, are required to improve the existing method of foul drainage of the entire property if feasible’.
2. The notion of increasing the energy efficiency/energy performance of the existing housing stock, when an extension is applied for, was discussed at [December Planning Committee](#) and will form part of the Issues and Options that is consulted on.
3. This bite-size piece introduces the potential requirement for improving the flood resilience of the existing stock, again when an extension is applied for.

As well as commenting on this draft section of the Issues and Options, do members have any other areas relating to the existing housing stock that they wish to be investigated?

The following is one of the draft sections of the Issues and Options. It relates to flood resilience of the existing housing stock. Members’ thoughts are welcomed as we finalise this section of the Issues and Options.

The issue

We regularly receive applications for extensions or refurbishment of existing properties in flood zone 3. These properties may have flooded in the past or may be at risk of flooding. We wonder if there is potential to require owners through such applications to improve the flood resilience of the rest of the property. Of course, the owners may have already implemented such resilience measures, but perhaps some have not.

Flood-resilient buildings

The adopted [Flood Risk SPD](#) at section 7.6 discusses resilience. It says ‘*flood-resilient buildings are designed and constructed to reduce the impact of flood water entering the building (through air bricks, through walls or through toilets or plug holes). As a result, no permanent damage is caused, structural integrity is maintained and drying and cleaning is easier. Flood-resistant construction can*

prevent entry of water or minimise the amount that may enter a building where there is short duration flooding outside with water depths of 0.6 metres or less’.

Reference to resilience in our current Local Plan

In terms of resilience and existing properties, this idea is covered to some extent in the adopted Policy SSPUBS: Pubs network which says ‘*the Authority will support appropriate proposals in accordance with other policies in this Local Plan that <inter alia> improve resilience to flood risk’.* The Local Plan also discusses resilience in other places, but that tends to be in relation to new development.

Existing guidance

There is guidance available for making new build and extensions more flood resilient: [Improving the Flood Performance of New Buildings. Flood Resilient Construction.](#)

There is also guidance for property owners who have either been flooded before, or may be concerned about being flooded: [SIX STEPS TO PROPERTY LEVEL FLOOD RESILIENCE, Guidance for property owners.](#) This starts off by saying ‘your property may have been flooded before or you may have seen recent news reports where property has been flooded that was not previously considered to be at risk. Understandably, you might be worried about your home, your family and your belongings. Manufacturers have developed new technologies that can be fitted to your property. When correctly installed and maintained these measures can increase the ability of your property to cope with floods or limit the damage, so allowing you to return much more quickly to your property than if you had no protection’.

Options

A: No policy – do not address, through the Local Plan, the issue of resilience to flooding of the existing housing stock.

B: Require the applicant to detail what measures they will take to improve the existing situation, with the level of improvement proportionate to the scale of new development proposed (if indeed the property does not have resilience measures or may benefit from more).

Do you have any thoughts on this issue?



**Local Plan for the Broads - Review
Issues and options bitesize pieces
February 2022**

Water efficiency of new dwellings

The following is one of the draft sections of the Issues and Options. It relates to water usage. Members' thoughts are welcomed as we finalise this section of the Issues and Options.

1. Introduction

The East is an area of water stress. According to the Environment Agency, if no action is taken between 2025 and 2050, around 3,435 million additional litres of water per day will be needed in England to address future pressures on public water supply; within this figure it is estimated that the East of England will require an additional 570 million litres per day to meet the needs of residents and the agricultural sector, industry and energy sector¹.

2. Current policy and Norfolk Strategic Planning Framework Agreement

The current adopted Local Plan policy, DM4, sets a water use standard of 110 litres per household per day (l/h/d) which is beyond the current building regulations requirement of 125 l/h/d. Indeed, all Norfolk Local Planning Authorities have agreed to include the 110 l/h/d in their local plans, through the [Norfolk Strategic Planning Framework](#) agreement which states at Agreement 22 – Norfolk is identified as an area of serious water stress, the Norfolk Planning Authorities have agreed that when preparing Local Plans to seek to include the optional higher water efficiency standard (110 litres/per person/per day) for residential development.

3. Emerging policy for Greater Cambridge

We are aware that Greater Cambridge are considering going further than the optional standard for water usage of 110l/h/d; they are proposing 80 l/h/d unless demonstrated impracticable. Details can be found [here](#). They are proposing this because their evidence suggests that current levels of abstraction in the area are believed to be unsustainable. In terms of deliverability of the 80l/h/d standard, it says 'the Integrated Water Management Study (IWMS) has shown that 80 litres/person/day is achievable by making full use of water efficient fixtures and fittings, and also water re-use measures on site including surface water and rainwater harvesting, and grey water recycling. It also shows that the cost effectiveness improves with the scale of the project, and that a site-wide system is preferable to smaller installations'.

4. Water neutrality

This means that new development should not increase the rate of water abstraction above existing levels. It is an issue currently being raised and looked into in Sussex. In a position

¹ [Meeting our Future Water Needs: a National Framework for Water Resources](#) (2020)

statement sent in October 2021 to Horsham, Crawley and Chichester councils, which fall within the Sussex North Water Supply Zone, Natural England laid out its concern that current levels of water abstraction are having an adverse impact on protected sites in the region and advises that developments within the Zone must not add to this impact. Natural England indicate that the matter should be addressed strategically, in partnership with other local planning authorities. A response from Horsham Council can be found here: [Water Neutrality in Horsham District and its planning implications | Horsham District Council](#). This matter is early on in its investigation and the Authority will keep informed of how this issue plays out.

5. Scale of development in the Broads

It might be more feasible and cost effective to meet stricter water use standards over larger schemes. We do not have large scale development in the Broads that often. Recently, a scheme in Ditchingham Dam (over 100 dwellings) has been completed and Pegasus (76 dwellings) has been permitted, whilst there is an allocation for around 120 dwellings in East Norwich (Utilities Site). Schemes in the Broads, however, tend to be for one or two dwellings at a time.

6. Options

A: Do not set a water efficiency standard – the default would be 125l/h/d.

B: Continue the current policy approach of 110l/h/d

C: Investigate whether it is reasonable or justifiable to seek a standard that designs for less water a day than 110l/h/d.

D: Investigate the potential to require water neutrality.



**Local Plan for the Broads - Review
Issues and options bitesize pieces
February 2022**

Wind power

The following is one of the draft sections of the Issues and Options. It relates to wind power. Members' thoughts are welcomed as we finalise this section of the Issues and Options.

1. Introduction

Currently, the National Planning Policy Guidance (NPPG) ¹ says '*[Suitable areas](#) for wind energy development will need to have been allocated clearly in a Local or Neighbourhood Plan' and also 'In the case of [wind turbines](#), a planning application should not be approved unless the proposed development site is an area identified as suitable for wind energy development in a Local or Neighbourhood Plan'.*

This stance was set out in the [Written Ministerial Statement](#) from June 2015 which says: '*When determining planning applications for wind energy development involving one or more wind turbines, local planning authorities should only grant planning permission if:*

- *the development site is in an area identified as suitable for wind energy development in a Local or Neighbourhood Plan; and*
- *following consultation, it can be demonstrated that the planning impacts identified by affected local communities have been fully addressed and therefore the proposal has their backing'.*

The only threshold is 'one or more' and there is no distinction made between commercial and domestic turbines.

It should be noted that there are permitted development rights for domestic microgeneration equipment and these cover the sort of wind turbines that householders might wish to install on their properties. There are certain restrictions within the permitted development rights and there are also criteria that must be met. These permitted development rights, however, do not apply in the Broads so any such proposal will require planning permission.

2. Current approach

The current Local Plan, adopted in 2019, does not allocate suitable areas for wind turbines. This approach is based on the evidence set out in the [Renewable Energy Topic Paper \(2016\)](#) which uses the [Landscape Sensitivity Study](#) as a basis; this study looked primarily at commercial scale turbines, rather than domestic microgeneration. That study concludes that most of the Broads is sensitive to wind turbines, with the least impact (low to

¹ [Renewable and low carbon energy - GOV.UK \(www.gov.uk\)](#)

moderate) being around the Whitlingham Broad area. The Topic Paper then investigated that area specifically, identifying that much of the area is constrained in terms of its being an historic/registered park and garden, local nature reserve and/or county wildlife site, as well as there being some areas of trees. The Topic Paper concluded that *'whilst being rated as having a moderate sensitivity to single small or medium wind turbines, there will still be an impact on key characteristics and qualities of areas 10 and 11 (Whitlingham Broad area). Coupled with the constraints in the area, allocating area 10 and 11 for wind turbines in the Local Plan is not appropriate'*.

Do you have any thoughts on our current approach?

3. What do other Local Planning Authorities do?

The [South Downs National Park Local Plan](#) (2019) doesn't designate areas for wind turbine, but has Policy SD51 which is supportive of 'small scale' turbines (up to 100Kwh). The [New Forest National Park Local Plan](#) (2020) does not include wind turbines as it was concluded that wind turbines are not suitable in the New Forest, with the evidence base showing that windspeeds are generally low in the New Forest. The [Exmoor National Park Local Plan](#) (2017) identifies some areas (map 5.2 on page 114) for small scale wind turbines. The [North York Moors National Park Local Plan](#) (2020), policy ENV8 supports wind turbines in areas set out in a related SPD.

Do you have any thoughts on wind turbines and the Broads?



**Local Plan for the Broads - Review
Issues and options bitesize pieces
February 2022**

Quay heading in front of quay heading

The following is one of the draft sections of the Issues and Options. Members' thoughts are welcomed as we finalise this section of the Issues and Options. Please note that this has not yet been to Navigation Committee for their thoughts; it is intended to take this to Navigation Committee, along with the rest of the Issues and Options, highlighting any particular navigation related issues, on 14 April.

Background

Landowners may want to improve the quay heading in a particular area in order to maintain it in a good condition, to reflect a change of how an area is used or to replace the quay heading at the end of life. They may do this by placing new quay heading in front of the original quay heading, rather than removing the original quay heading. The new quay heading tends to be placed 10cm to 50cm in front of the old quay heading. Timber quay heading tends to be replaced every 10 to 15 years and steel quay heading tends to be replaced every 20 to 30 years.

The issue

By placing quay heading in front of existing quay heading at a typical distance of 10cm to 50cm, this reduces the width of the river in that particular location. So, each time a length of quay heading has new quay heading in front of it, the river width reduces. This is a particular issue in narrower areas with high volumes of river traffic. Importantly, reducing navigable space impacts on the ability of users to navigate safely.

One of the statutory purposes of the Broads Authority is to protect the interests of navigation. The Local Plan for the Broads has a strategic policy (SP13) that seeks to protect and enhance the navigable water space.

Removing the old quay heading first

Ideally, the old quay heading would be removed first, and the new quay heading would then go in its place. This would ensure that there is no encroachment into the river. However, this is not always done because it is costly and can be technically challenging and involves excavating land behind the existing quay heading. It can also result in a destabilisation of the riverbank and potentially of land slumping into the river or Broad during the works.

Are some areas more problematic than others?

There are some stretches of rivers that are both narrow and have quay heading. In some areas, a small encroachment could have a significant impact on the available channel space. Another issue to consider is how busy a stretch of water is and the typical size of vessels that use that stretch. So, any policy approach could apply to certain areas.

What happens at the moment?

In planning terms, we tend to use the strategic policy SP13. Under the Broads Act 1988, certain schemes require a Works Licence and one of the considerations in issuing these licences is impact on navigation. Taking these together, we tend to request that replacement quay heading is not placed more than 30cm in front of the original. However, the reason we are raising this as an issue is that in some areas we are at a critical point and need to safeguard navigation from further encroachment.

Options

A: No specific policy approach to address quay heading in front of quay heading.

B: Geographic risk-based approach. Map areas where the rivers are narrow and where there is already quay heading – through assessment of channel width and river usage, areas where new quay heading being placed in front of old quay heading would impact navigation would be identified. In the areas identifies as being most impacted from encroachment, the approach could be to hold the existing line of the quay heading.

C: Have a policy that applies to all the Broads, regardless of river width. This seeks to minimise the impact through set criteria for how far quay heading could be in front of existing.

Planning Committee

04 February 2022

Agenda item number 11

Consultation responses – February 2022

Report by Planning Policy Officer

Summary

This report informs the Committee of the officer's proposed response to planning policy consultations received recently, and invites members' comments and guidance.

Recommendation

To note the report and endorse the nature of the proposed response.

1. Introduction

- 1.1. Appendix 1 shows selected planning policy consultation documents received by the Authority since the last Planning Committee meeting, together with the officer's proposed response.
- 1.2. The Committee's comments, guidance and endorsement are invited.

Author: Natalie Beal

Date of report: 21 January 2022

Appendix 1 – Planning Policy consultations received – Oulton Parish Council

Appendix 2 – Planning Policy consultations received - Worlingham Parish Council

Appendix 3 – Planning Policy consultations received - Transport East

Appendix 1 – Planning Policy consultations received

Oulton Parish Council

Document: Oulton Neighbourhood Plan [Oulton Parish Council | Neighbourhood Plan \(oultonpcsuffolk.info\)](https://oultonpcsuffolk.info)

Status: Regulation 14

Proposed level: Planning Committee endorsed

Notes

The actual consultation period has ended, but we were not aware of the consultation so when we did not respond, the consultant contacted me and offered the chance to respond.

Proposed response

Summary of response

The Neighbourhood Plan is welcomed. The following comments are mostly on the detail. Generally, the main issues are:

- the wording of the design policy which try to say that the design guide does not apply to the Broads (which is welcomed) but inadvertently seems to say that good design is not important in the Broads; and
- the need to reflect Written Ministerial Statements and announcements from the Government.

Detailed response

- Para 1 – the Plan will be ‘made’ not adopted. Also ‘made’ by the Broads Authority.
- Para 3 – I don’t know what you mean by saying ‘separate planning function’ – the function is the same as ESC, but perhaps you are trying to say that the BA are also the LPA. Might need checking
- Para 6 – there **are** a larger number of events and activities?
- Policy 2 – as worded, the requirement is quite weak - ‘should aim to’. Is this a real instruction or an encouragement/like to do/nice to do?
- Policy 2 - Also, the 50:50 split is in the Local Plan and 25% first homes is in National Policy, but what is the justification or evidence for the other percentages? I don’t necessarily have a comment on them, just suggesting that the evidence is not clear.
- Para 52 and policy 3 – you might want to check and reflect the announcement that the Building Regulations will be changed from June. in December 2021, the Government announced that from June 2022, the Building Regulations will be changed so ‘CO2 emissions from new build homes must be around 30% lower than current standards and emissions from other new buildings, including offices and shops, must be reduced

by 27%'. The link to the press release is here and it also includes the Building Regs: [New homes to produce nearly a third less carbon - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/news/new-homes-to-produce-nearly-a-third-less-carbon)

- Para 53 and policy 3 - December 2021, the Government announced¹ that new homes and buildings such as supermarkets and workplaces, as well as those undergoing major renovation, will be required to install electric vehicle charge points from 2022. [PM to announce electric vehicle revolution - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/news/pm-to-announce-electric-vehicle-revolution)
- Policy 3 – excludes the Broads Authority. As written, it sounds very odd – that design in the Broads Authority should not ‘demonstrate high-quality design and promote a good ‘sense of place’’. I think you are trying to say that the Design Guide does not apply to the Broads and that is because it failed to adequately assess the Broads, but the general principle of good design still applies to the Broads. Maybe something like this: All new development within Oulton ~~outside of the Broads Executive Area~~ must demonstrate high-quality design and promote a good ‘sense of place’. The design principles, taken from Oulton Neighbourhood Plan Design Guidelines and Codes (2021) must be followed with the checklist in Appendix A completed [although the Oulton Neighbourhood Plan Design Guidelines and Codes \(2021\) does not apply to the development in the Broads Authority Executive Area.](#)
- Policy 3 f – A Written Ministerial Statement (<https://questions-statements.parliament.uk/written-statements/detail/2015-03-25/HCWS488>) explains that neighbourhood plans should not set out any additional local technical standards or requirements relating to the construction, internal layout or performance of new dwellings; instead these must be contained in local plans.
- Policy 3 – last part. I cannot easily tell if any part of the Broads falls in the character areas, particular number 4. Please can you check and confirm if that is the case? If so, then given our concerns about the Design Guide and Code (that it did not adequately reflect or assess the Broads), then the wording needs to say something along the lines that the Guide and Code does not apply in the Broads.
- Policy 3 Design: I also wasn't sure why under point b, it states ‘Any new development in the Broads area must be designed to the highest standard which is fitting with the areas equivalence of National Park Status’. This should perhaps go at the beginning the policy, as it doesn't just apply to point b.
- Figure 4 and 6 – you might want to add to the legend that the light blue is the Broads.
- Para 57 – how does this fit into any established or proposed RAMS covering this area?
- Para 57 – not just recreational pressure (although noted that this is significant); depending on the nature of the ‘development’ and location relative to the protected

¹ [PM to announce electric vehicle revolution - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/news/pm-to-announce-electric-vehicle-revolution)

site, other issues may arise and need to be assessed through HRA, e.g. pollution, light, noise, adjacent habitat fragmentation etc

- Para 58 to 67 – there is an opportunity here to link to spatial mapping & opportunities that will become available through Local Nature Recovery Strategies. You do go on to talk about spatial identification of important habitats, so it is present in the plan, but this could be a good opportunity to link to formal funding options that will be open to landowners.
- Para 60 – the Bill is now an Act, so this para could be updated.
- Para 61 – not sure about wording “.....unless new opportunities to enhance green infrastructure can be provided to mitigate or compensate for the loss.” If proposals are not supported where there is a direct or indirect impact on locally recognised sites (CWS & BAP habitat) I would suggest the mitigation/compensation would may need to be above and beyond green infrastructure. A stronger statement would be to add ‘creation or enhancement of habitat’ AND green infrastructure.
- Policy 4a – could the net gain be on site? So a development may be in the corridor, but be designed to provide a net gain on site?
- Policy 4d – I think you are trying to say that in the Parish, if a development, following through the metric related to biodiversity net gain as required by the Environment Act 2021, needs to deliver the net gain off site, then the preference (requirement?) will be to deliver that net gain in the identified green corridors, working with the landowners? If I am right, whilst my explanation is very wordy, I think what is written is not 100% clear. If I am wrong about interpreting 4d then it might need clarification to explain what is meant.
- Figure 5 and 6 and 7 and 11 – as and when the Plan is made, please can you send these ‘allocations’ to us as GIS files to go on our system?
- Para 78 and 79 – you could probably link to the landscape character policies of the local plans as well? Did you want to give examples of how a view could be harmed?
- Policy 7, last bit – you might want to weave ‘setting of the Broads’ in there as well, to reflect the NPPF.
- Policy 8: Heritage Assets – I would suggest that in the first sentence ‘significance’ should replace ‘integrity’ and instead of historic assets it should state heritage assets, so that there is consistency in the terminology used. I’m not entirely sure about part a of this policy, relating to proposals *adjacent to* non-designated heritage assets. If a proposal is for a site adjacent to a non-designated heritage asset it is unlikely that it will affect the non-designated asset directly and the impact on the setting is covered by parts b and c of the policy. Is ‘part a’ required?
- Para 101 will need an update.

- Throughout - perhaps you want to set a threshold for the policies? Perhaps new residential and commercial development? By saying all development, it could apply to new windows!
- Appendix 1: Design checklist – this is very thorough and I think covers everything. I would have no objection to it being used for new development within the BA Executive Area. However, it is a little repetitive. For example, points 1.3; 1.5; 3.5; 3.8 and 3.9 all cover views. I appreciate that some of them have a slightly different emphasis but I wonder if some of the points could be consolidated.
- Non-Designated Heritage Assets Assessment Document – The Old Workhouse – it states that ‘There now stands in its place Oulton Park Care Centre’, which makes it sound like the workhouse has been demolished and this is a new building in its place. Perhaps it should be re-worded?

Appendix 2 – Planning Policy consultations received

Worlingham Parish Council

Document: Worlingham Neighbourhood Plan [Worlingham neighbourhood area » East Suffolk Council](#)

Due date: 21 February 2022

Status: Regulation 16

Proposed level: Planning Committee Endorsed

Notes

The purpose of the Neighbourhood Plan is to guide development within the parish and provide guidance to any interested parties wishing to submit planning applications for development within the parish. The process of producing a plan has sought to involve the community as widely as possible and the topic areas are reflective of matters that are of considerable importance to the residents of Worlingham.

Proposed response

Summary of response

There are only a few comments as Worlingham Neighbourhood Plan Group have taken on board the comments made as part of the health check.

Detailed response

- It is a good idea to put a date on the front page of the document – the next version, if adopted, would therefore say ‘adopted xxx 2022’.
- Vision: **A mix of housing needs has been met across the private and affordable housing sectors and much of the green spaces between Worlingham and Beccles has been retained.** Should it say ‘have’?
- Section 8, landscaping, refers to the landscape in the area, but does not mention the Broads, which has a status equivalent to a National Park. The Broads is mentioned in the policy, but a mention in the supporting text seems prudent.
- Are the wildlife corridors identified in a map? That would help in delivering this policy.

Appendix 3 – Planning Policy consultations received

Transport East

Document: Transport Strategy [Public Consultation - Transport East](#)

Due date: 30 January 2022

Status: Draft

Proposed level: Planning Committee Endorsed

Notes

An improved transport network can bring about much-needed change to the region, connecting people to opportunities for work, education and leisure, and supporting local economies. An improved transport network would also reduce emissions and improve the health of our residents. Key to this is a regional Transport Strategy to guide investment in the East over the next 30 years. Through this strategy, we aim to overcome some of the transport challenges experienced, while also delivering a fit for purpose, high quality, inclusive and sustainable transport network that will be able to accommodate future growth in the area.

Proposed response

Summary of response

In general, there are comments relating to including or considering the ecological impacts of transport improvements, clarification in how this Strategy will fit with other strategies, general observations about consistency and querying how the strategy seems to consider all coast settlements the same.

Detailed response

General comments

- The focus is on growth, development and carbon reduction transport improvements with very little mention of ecological impacts other than brief references to the Integrated Sustainability Appraisal and paragraph 6.6 'Delivering for our environment'. The points below highlight some considerable concerns about environmental and biodiversity impacts; these are not considered in any depth. For example, has there been any thought around how new transport links might further fragment/degrade habitats? How does this fit with environmental spatial priorities? Are they considering how biodiversity net gain can be planned in from the beginning to make it meaningful, worthwhile and integrated?
- There does not seem to be consideration of the knock-on effects of improving the transport links for the ecology and biodiversity of the region. We appreciate that there is a climate crisis but there is also a biodiversity crisis. If you improve transport links, you get development around hubs, how will this impact biodiversity/climate? Has there been any thought given to future-proofing all these new transport links we're going to get?

- The detailed plan is a little lost within the words & format.
- A lot of the towns and villages don't have their own off-street parking so without public charging points, electric vehicles don't seem to be a real option. Whilst admirable, getting people to switch to electric vehicles might not be practical without the installation of public charging points.
- How does this strategy fit with the county local transport plans? I don't see this explained.
- How will the New Anglia LEP's alternative fuels strategy fit with this work and vice versa?
- Beyond a target for net-Zero by 2040, there doesn't seem to be any meaningful sub-targets. For instance, target for "reduce demand for carbon intensive trips". What is the baseline, and do they aim to be over, under or at the recommended 2035 and 2050 reduction in miles driven in the Committee on Climate Change Balanced Net-Zero pathway? A net-zero 2040 target would imply a faster rate of electrification than the current government target, but this doesn't seem to be reflected anywhere.
- Linked to this, I am unsure what the pathway is to net-zero 2040? What is the 2030 reduction target?
- What is the scope of Net-Zero? The Broads Net-Zero definition, in line with National Parks, is working on the assumption we count travel to the Broads as well as travel within it. Given the large tourism sectors in these counties, that would seem a sensible approach, but means counting the aviation emissions from airports, for instance. As a comparison, transport emissions from people coming to and from the Broads are likely to be equivalent to about 1/5th of overall transport emissions from within Norfolk.

Detailed comments

- Page 15, second para of column 2 starts by saying 'Many of these journeys are difficult to take other than by car'. It is very early on in the document and already it seems to have given up on modal shift. It would be better to say that many of these journeys are currently made by the car – that is probably a fact. That way the strategy does not admit defeat in the introduction. Also, how does this stance, that sets the tone for the rest of the strategy, fit with what is said at the start of page 21, column 1, second para – 'in some areas the COVID-19 pandemic has resulted in a shift to more sustainable forms of transport, with 30% of people likely or very likely to walk more in the future'. In fact, how does this stance fit with the results of the survey as set out in 1.4.1?
- Page 16, first column, para 1 – of all the initiatives to mention, the first is the Roads Investment Strategy. Are there no other initiatives that are to do with walking, cycling or public transport that could be mentioned?

- Page 16, first column, para 2 – what about the health and wellbeing of the community? What about respecting/protecting the environment? Will the strategy address those things?
- Page 18, column one, first para – when will the further 247,000 new homes be in place? What is the time period?
- Early in the document you say net zero by 2040, but then at the top of page 20, by 2050. May need clarifying.
- Page 20, column 2, para starting ‘while we’, last few words – what about the negative impacts on the environment?
- Page 24 – the title does not match the figure title. I was going to say that this should show the AONBs and the Broads as they are significant features of the East, but going by what the figure title is, it is about economy – might be better to amend the main title to make this clear.
- Figure 2.1.2 – needs to show the AONBs and the Broads - you mention them throughout and they are key features of the area.
- Page 27, second column, second para says ‘First, partly due to its dispersed geography and low population density, the region is dependent on private transport’. This is quite a sweeping statement. What about internal journeys in cities, towns and larger villages? Public transport, walking and cycling are possible.
- Page 28, column 3, para 1 – what about air quality? Road safety? Health impacts as a result of not being active? This just talks about congestion.
- Page 28, column 3, para 1 - then goes on with the general tone of the document, by saying that it is difficult to walk and cycle/admits defeat, yet table 1.4.1 indicates a willingness to be more active and use the car less and cities, towns and large villages have the potential for journeys to be made by walking and cycling and public transport. Does Norwich not have a strong walking, cycling and public transport network for example?
- Page 28, column 3, para 2 – says ‘these towns and cities’ – which ones? Birmingham and Nottingham? Or do you mean the ones in the East?
- Page 29, first bit and page 55, para 1 – why have you chosen 500m? And this is saying that 72% of people do – 72% is quite high. Why have you focussed on the 28% rather than the 72%?
- Page 29, para 2 refers to ‘the county’ – what county? Or do you mean region?
- Page 29, column 1, last para and page 50, second full para – is 11.3 seconds really significantly higher than 9.5 seconds?
- Page 30, second column, para 1. Does the 21% who live on the coast, live in rural areas on the coast? Or do some of the 21% live in coastal towns? There are quite a few

coastal towns where walking and cycling and public transport may be convenient and, for example, Lowestoft and Great Yarmouth are connected to higher order settlements by train.

- Figure 2.4.1 – could this case study box talk of what is being done to tackle the issues in the area? Presumably, given the issues, there is much work ongoing in the area?
- Page 39 – typo, middle column, last para. ‘businesses-groups’
- Page 40, missing word – first para ‘in the Transport East **area**’
- Page 40, para 3 in central column – if people walk and cycle rather than drive, that will result in less money spent on fuel. How does cost of charging an EV car fully compare to a full tank of petrol and diesel? The point being, that saving money is attractive. Later on, you talk about the fuel duty on diesel and petrol for example.
- Page 41, blue circle – typo – ‘the regio**s**’s surface’
- Page 42, column 2, last para – what about EVs for deliveries like Amazon do?
- Page 43, under furthest right column, para 1 – why only long trips? What about medium and even short trips? What do you define as ‘long’?
- Page 44, first column, para 2 -really good, but nothing to do with reducing the demand. That seems to belong in net zero – not travelling at peak, results in less stand still traffic and wasted emissions.
- What is missing, in terms of reducing the need to travel, is the role of deliveries – such as grocery deliveries. Why is that not mentioned in this section?
- Page 45, column 1, first para – seems to down play the role car sharing can have. I would suggest that car sharing is an important mode that can be made more of.
- Page 45, first column, para 2 – shouldn’t we all do our bit? I am not sure of the message in here – if you cycle, I can still use my car as you have made it easier for me.
- Page 45 and Figure 4.3.3 – is there a workstream about respect between modes of transport? And about enforcing traffic laws – motor vehicles jumping red lights and cyclists not having lights? There is also no mention of electric scooters and cycle hire schemes like the BERYL scheme in Norwich.
- Page 48, green box, bullet 1, typo: ‘the sub-regional actions needed to unblock and speed delivery’
- Page 49 – is there anything in the strategy about using the water more?
- Page 53, column 1, first para – it may sound cynical, but what about laziness and habit and just not caring for walking or cycling? Also, bad weather.
- Page 55, column 2, para 2 – ends in a , rather than a .
- Page 59, first para, typo: ‘delivery bodies’

- Page 60, para 1 – why use ‘as the crow flies’ distances? That is not really meaningful.
- Goal 6 and rail – I think the thing that puts people off trains is the cost and that the cost goes up each year.
- Page 61, roads section – Wales have stopped building roads in response to the climate crisis. What makes the East different to Wales?
- Page 61, roads section – isn’t this the place to talk about addressing the peak hours? It is talked about at page 44, first column, para 2.
- Page 66, point 4 – what about training for car, van, HGV and bus drivers as well as pedestrians?
- Page 65 – what about respect between road users?
- Page 67 and 68, 74 and throughout – you seem to include those on the coast who live in urban areas as well as those who live in rural coastal areas as one. What is the transport situation like in Great Yarmouth when compared to a small village on the coast? Is it right to combine urban and rural coastal areas in one category? Indeed, page 74, column 2, second para quotes Great Yarmouth as a success.
- Page 71, first paragraph – last part – think there is a word or some words missing as it does not read right.
- Page 74, second column, third para is the first mention of using the water, but is related only to coastal areas. There are lots of navigable waterways in the area as a whole, not just on the coast.
- Page 75, second column, first para – missing full stop: ‘...containerised freight. Stansted...’
- Page 80, second column, top para – missing full stop ‘Battery powered HGVs remain a potential solution. Our strategy for rolling out EV charging infrastructure across the region must not overlook charging requirements for larger vehicles.’
- Page 81, third column, first para – random bracket - catalyst for shifting]freight to rail,
- Page 84 – the last para of the second column ends with a half-written sentence and it seems the green box is covering text.
- Page 100 - Paragraph 6.6 states that “...we will support promoters to optimise designs for climate change resilience, biodiversity net gain.....” these statements need quantifying and more detail. Biodiversity net gain will be a legal requirement for development come 2023, including nationally significant infrastructure projects so this statement is rather weak in its intent. The Environment Act brings into force many other initiatives (Local Nature Recovery strategies etc) that will require strategic partnership working to identify important areas for biodiversity that should be protected from development. How does Transport East intend to work with other

authorities to deliver these strategic, multi-disciplined aims & ensure that plans with differing priorities are compatible?

ISA

- Page 84 – biodiversity – no mention of net gain or potential to create biodiversity enhancements.
- Tables in section 8 from page 130 – what do you mean by ‘pre’ and ‘post’? I can’t see that explained anywhere.
- The ISA includes and assesses lots of specific schemes, but these specific schemes are not in the Transport Strategy. Why is this?

Draft investment and delivery programme

- The Draft investment and delivery programme includes and assesses lots of specific schemes, but these specific schemes are not in the Transport Strategy. Why is this?

Heritage Asset Review Group

Notes of the meeting held on 17 December 2021

Contents

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4.	Date of next meeting	6

Present

Chair - Harry Blathwayt, Stephen Bolt, Andrée Gee, Tim Jickells, Melanie Vigo di Gallidoro

In attendance

Kayleigh Judson – Heritage Planning Officer, Kate Knights – Historic Environment Manager, and Sara Utting – Senior Governance Officer

1. Minutes of HARG meeting held on 17 September 2021

The minutes of the meeting held on 17 September 2021 were received. These had been submitted to the Planning Committee on 8 October 2021.

2. Historic Environment Team progress report

The Historic Environment Management (HEM) and the Heritage Planning Officer (HPO) presented the report providing an update on progress with key items of work by the Historic Environment Team between 17 September and 17 December 2021.

Conservation Area review

The HEM advised that work on the Conservation Area review was ongoing, with all of the recommendations relating to the Belaugh Conservation Area being approved by the Planning Committee. The Article 4 Directions came into force on 1 December 2021, following a lengthy process, involving notifying the Secretary of State and owners/occupiers of the properties, advertisements on-site and in the EDP. In addition, residents of buildings which had been added to the Local List had now been notified. Broadland District Council would be taking the decision on adopting the appraisal at its meeting on 24 February 2022, when it was hoped it would formally agree to the extension of the Conservation Area in its area (Piper's Haigh on Top Road).

In terms of the Halvergate and Tunstall Conservation Area, progress had been slow but officers would be dedicating time to progress this after the Christmas break, now that Belaugh was complete. Contact had been made with the Parish Council to arrange a joint walkabout to identify any areas of concern and potential areas for enhancement, and would be involved in the Local Listing work. Whilst the majority of the Conservation Area was within the Broadland District Council area, it had been agreed that the Broads Authority would lead on the appraisal. The HEM showed photographs at the meeting, which demonstrated the very traditional buildings within the Halvergate Conservation Area and a number of open spaces, such as Sandhole Road, which were an important part of the character of the area, providing views over Halvergate Marshes. Within Tunstall, a red telephone kiosk had been converted to a mini-library and interpretation centre, providing information on the area's heritage.

The initial consultation had been completed on the Bungay Conservation Area Appraisal with East Suffolk District Council. The main part within the Broads Authority's area was Bridge Street.

Listed buildings

The HEM reported that an historic environment volunteer (a qualified architect) had been assisting the team one day/week to assess buildings in the BA area, as part of the work on the Quinquennial Survey. This included: Thorpe St Andrew, Whitlingham, Fritton and St Olaves, Trowse, Stokesby and Ranworth and photographs were shown at the meeting of some of the buildings surveyed. The owners would be contacted shortly. A member referred to Thorpe Hall in Haddiscoe (shown in one of the photographs) and the presence of chimneys which appeared to date from the Elizabethan period and questioned the date(s) of the remainder of the property. The HEM responded that she had not personally inspected the property (this had been done by the volunteer) but it certainly appeared, from the photograph, to date from either that period or Jacobean. The central section was probably much older than the wings which appeared to have been added much later but then the mullion windows would date from the 16th or 17th centuries. The chimneys would have been added as a status symbol.

Members noted the availability of grant-funding through the Farming in Protected Landscape scheme for projects relating to the historic environment. Historic structures associated with farms or farmland were potentially eligible for grant and officers had worked with applicants in submitting applications, including several mill owners. The maximum grant was set at

£75,000 and all of the grant-aided works must be able to be completed within the year in which the grant was awarded. Potential eligible projects involved a number of historic drainage mills and an historic barn. One successful application had been for £15,000 to repair the cap on the West Somerton drainage pump. A member commented that he was pleased to see the repairs carried out to this mill funded by FiPL, which was owned by the Norfolk Wildlife Trust, and he hoped it would benefit from public access in the future. The HEM responded that there was informal access at the moment (under supervision) but it was hoped to regularise this with more formal access in due course.

It was reported that the Local Listing section on the BA website had been updated.

Water, Mills and Marshes - update

Members were pleased to note that students from Norwich City College were once again participating in the Heritage Skills programme. At Mutton's Mill, students had been working on repairing the brickwork to the tower and learnt about the conditions required for working with lime mortar (above 5°). The decorating students had been preparing the old sails for decoration. It was hoped the students could continue to come onto site in the new year, dependent upon the situation with Covid.

The HEM showed photographs of the work being carried out at Mutton's Mill, such as repairs to the machinery with the replacement of the wheels, and also the dismantling of the fan stage and this had identified that one of the large oak sheers was in a much worse condition than expected. Fortunately, it had been possible to alter the existing scaffolding so it was suspended above the working area which meant that it wouldn't be necessary to get a crane back on site. Some air dried oak had been procured for the scarf joint repair and as much as possible of the removed timber would be reused, depending on its condition. Several lintels were rotten and had to be replaced, with steel lintels inserted over the windows (hidden behind the brickwork) and Helifix ties inserted where the brickwork was cracked. The top third of the cap on each side would need to be replaced, using Siberian Larch, with the top jacked up to allow the wheels to be removed and reinstated. The photographs also evidenced the poor state of some of the corbels which would need to be replaced. The mill owners had been very involved in the project and they had confirmed that the corbels had last been replaced in 1977.

At the end of October/beginning of November, a 61ft length of timber had been delivered for the new stock and this had presented a number of challenges in itself. Stone Road had been closed temporarily to enable the length of Columbian Pine to enable the timber to be delivered, which had required a lorry, trailer and telehandler. There was a very sharp right-hand bend on the route to the mill and it had been very tricky getting it around that corner, particularly as the access was via a muddy track. This was an ongoing challenge for access to all the mills and had been worsened here at the track was used by farmers to access their cattle. However, the cattle had since been relocated for winter and it was hoped there would be fewer farm traffic movements etc. for the next few months. In response to a question, the HEM explained that each sail had a stock which the sail frame was attached to. The issue here was to get the stock up onto the mill once the scaffolding was dismantled in mid-September

and it required a crane to achieve. In response to a question on what would have been the traditional wood used for the mill, the HEM stated that, historically, this would have been from Scandinavia or the Baltics but this was now very hard to source closer to home, particularly a length of that size which made it even more difficult. It had even been difficult to source the piece of wood required for the sheer on the fan stage: an air dried piece of oak about 3.5m long.

In terms of the Engine House at Strumpshaw, the repairs were virtually complete but the structural survey work of the drainage channel had identified that much more substantial repairs were required and the scale was not as originally anticipated. In September, the channel was de-watered by the IDB and a structural engineer had done down 3m into the drainage channel and taken video-evidence, which highlighted how the water was penetrating the brickwork. Unfortunately, the predicted £2,500 outlay was now more likely to be £40,000. Dialogue was continuing with the RSPB, who held the full repairing lease, and the Strumpshaw Estate (landowner). A member questioned if the drainage channel carried out a particular service and the HEM advised that it did, on occasions. The pump in the engine-house had been installed in the 1930s and it was the responsibility of the RSPB to run it on occasions to ensure it was kept in working order, approximately 4 times per annum. In the event of flooding, the pipe from the engine-house would be the outflow for the pump to provide the required drainage. Therefore, there was the expectation that it will work and be available to work, when required. The building was on the Local List and officers were looking at the possibility of extending the outflow pipe to run along the drainage channel and fill it in, thereby minimising the risk of collapse and representing better value for money. A member commented that he was a representative on the Broads Internal Drainage Board and suggested officers liaise with them about this issue, including funding, as it would appear to be an IDB issue. Another member referred to the need for the water levels to be controlled at this site for the purposes of ecology for the RSPB and so there needed to be some sort of pumping capacity. The HEM responded that another pump was available, immediately adjacent to the pumphouse but this was very noisy. As it was used by the farmer on the adjacent land for irrigation purposes etc, it was used on a more regular basis.

Matters for information Hazel Wood House, Wroxham Road, Coltishall

The HPO advised that an application had been approved under delegated powers for the erection of a metal estate boundary fence along the existing open boundary and the extension of the existing garage to form an annexe. The proposal also included the demolition of a small section of the existing garden wall to help form the annexe and enable access to it. She provided a detailed presentation, including photographs and maps of the property, the site and the approved proposals.

The property, a Grade II listed dwelling-house, sat within a prominent location within Coltishall's Conservation Area. The plot was unusual in that it sat higher than the road to the south of the site (by approximately 1m) and was retained by an embankment brick wall, covered in ivy. A picket fence and hedging existing to the top of the western boundary but the garden was otherwise open to the south. The two-bay garage had been significantly altered/rebuilt in 2000.

The HPO advised that, originally, the application included the erection of a glass fence at the boundary but this had been the subject of many objections, including the Highways Authority, Historic England and Coltishall Parish Council, due to concerns over highway glare and adverse impact on the setting of the Listed Building and Conservation Area. Consequently, this element had been removed from the scheme and amended to include the metal estate fence which was considered to be an appropriate compromise and much more in keeping with this type of house. The fence was on top off, and set back from, the existing wall, protecting the existing boundary treatment and allowing for views up to/from the house to be retained.

In terms of the section of wall to be removed, the HPO advised that, in order to assess the appropriateness of this, historic maps had been looked at to age the wall and the maps had also identified the presence of an individual building located to the rear of the main house. This was marked in grey on the map which confirmed it was an industrial building at that time and a local historian had subsequently confirmed this was a former brewery. The same historian also highlighted the dates on the building (1766 and 1780) related to when new owners took over the property and not when building works had been undertaken, as would usually be expected. It was difficult to tell from the historic maps if the wall was part of the original building. However, only a small section had been proposed to be removed and the annexe would remain screened and, on this basis, it had been determined reasonable for the small section of wall to be removed.

The Chair thanked both officers for their excellent presentations which were a credit to the Broads Authority.

3. Any other business

Oby Mill

The Historic Environment Manager (HEM) advised members that the new owner would shortly be placing a new temporary cover on the cap of Oby Mill/Wisemans Mill to protect it from the elements; the original cover having previously suffered from vandalism.

Listing Application for The Nebb

The HEM reminded members of an application for listing relating to a property known as The Nebb, which had previously been reported to HARG for information (December 2020). She confirmed that it had subsequently been listed by Historic England and also the owners had submitted an application for various alterations. This had included a heritage assessment and the historian believed the property had been built as a hunting lodge, as opposed to a domestic dwelling. Further details could be found in the Heritage Statement under Listed Building application [BA/2021/0453/LBC](#)).

Water, Mills and Marshes – information leaflet

A member referred to the proposed publication of a leaflet on “Water, Mills and Marshes” to help guide people planning to visit, give information on walks etc. The HEM responded that a “six mills walk” was being developed by colleagues, which would be available on the Water, Mills and Marshes [website](#). In addition, more interpretation information would be available at

each site for visitors to understand the purpose of each mill etc. and show photographs of the inside of the mill, where public access was not available. She added that they had worked closely with the railway companies as access to the mills etc was often via railway stations and in addition, Norfolk County Council, who was responsible for footpaths and ensuring they were accessible. It was important for all organisations to work together. The Chair advised that he was a member of the Broads Local Access Forum and would raise this issue at the next meeting.

Information on heritage

A member stated that he had visited Hoveton Tourist Information Centre and asked what information they gave out to visitors about the heritage of the Broads. They appeared to hold very little information which was disappointing, as visitors on hire boats would like to have available an itinerary of heritage sites they could visit, with a short explanation of each site. He appreciated that this was not necessarily within the remit of HARG but felt there was a disconnect with informing visitors to the Broads about the heritage. The HEM was pleased to report that there would be an article in the next edition of Broadcaster on heritage sites. It was agreed by all those present that this would be useful not just for tourists but also local people, particularly a map showing all of the sites. A member referred to a booklet which had been commissioned by Anglian Water on its buildings of archaeological interest and was very successful. He added that it required the services of a historian to compile, together with appropriate funding but possibly this could come via a third party. The Chair concluded that this could be a potential future item for the group to discuss.

4. Date of next meeting

The next HARG meeting would be held on **Friday 11 March 2022**.

The meeting ended at 11am

Planning Committee

04 February 2022

Agenda item number 13

Circular 28/83 Publication by Local Authorities of information about the handling of planning applications – 1 September to 31 December 2021

Report by Planning Technical Support Officer

Summary

This report sets out the development control statistics for the quarter ending 31 December 2021

Recommendation

To note the report.

1. Development control statistics

1.1. The development control statistics for the quarter ending 31 December 2021 are summarised in the tables below.

Table 1

Number of applications

Category	Number of applications
Total number of applications determined	53
Number of delegated decisions	48
Numbers granted	51
Number refused	2
Number of Enforcement Notices	1
Consultations received from Neighbouring Authorities	29

Table 2

Speed of decision

Speed of decision	Number	Percentage of applications
Under 8 weeks	32	60.3
8-13 weeks	2	3.8
13-16 weeks	0	0.0
16-26 weeks	1	1.9
26-52 weeks	1	1.9
Over 52 weeks	0	0.0
Agreed Extension	15	28.3

1.2 Extensions of time were agreed for seventeen applications. Ten of these were required because further information was awaited, amendments had been made to the scheme, there had been other discussions which had taken it over time or because a re-consultation was underway. Two were due to the applications being taken to Planning Committee and the remaining five were at the request of the case officer.

Table 3

National performance indicators: BV 109 The percentage of planning applications determined in line with development control targets to determine planning applications.

National target	Actual
60% of Major applications ¹ in 13 weeks (or within agreed extension of time)	75%
65% of Minor applications ² in 8 weeks (or within agreed extension of time)	100%
80% of other applications ³ in 8 weeks (or within agreed extension of time)	94.3%

Author: Thomas Carter

Date of report: 21 January 2022

Appendix 1 – PS1 returns

Appendix 2 – PS2 returns

¹ Majors refers to any application for development where the site area is over 1000m²

² Minor refers to any application for development where the site area is under 1000m² (not including Household/ Listed Buildings/Changes of Use etc.)

³ Other refers to all other applications types

Appendix 1 – PS1 returns

Measure	Description	Number of applications
1.1	On hand at beginning of quarter	58
1.2	Received during quarter	59
1.3	Withdrawn, called in or turned away during quarter	5
1.4	On hand at end of quarter	58
2.	Number of planning applications determined during quarter	53
3.	Number of delegated decisions	48
4.	Number of statutory Environmental Statements received with planning applications	0
5.1	Number of deemed permissions granted by the authority under regulation 3 of the Town and Country Planning General Regulations 1992	0
5.2	Number of deemed permissions granted by the authority under regulation 4 of the Town and Country Planning General Regulations 1992	0
6.1	Number of determinations applications received	0
6.2	Number of decisions taken to intervene on determinations applications	0
7.1	Number of enforcement notices issued	1
7.2	Number of stop notices served	0
7.3	Number of temporary stop notices served	0
7.4	Number of planning contravention notices served	1
7.5	Number of breach of conditions notices served	0
7.6	Number of enforcement injunctions granted by High Court or County Court	0
7.7	Number of injunctive applications raised by High Court or County Court	0

Appendix 2 – PS2 returns

Table 1

Major applications

Application type	Total	Granted	Refused	8 weeks or less	More than 8 and up to 13 weeks	More than 13 and up to 16 weeks	More than 16 and up to 26 weeks	More than 26 and up to 52 weeks	More than 52 weeks	Within agreed extension of time
Dwellings	0	0	0	0	0	0	0	0	0	0
Offices/ Light Industry	0	0	0	0	0	0	0	0	0	0
Heavy Industry/Storage/Warehousing	0	0	0	0	0	0	0	0	0	0
Retail Distribution and Servicing	0	0	0	0	0	0	0	0	0	0
Gypsy and Traveller Sites	0	0	0	0	0	0	0	0	0	0
All Other Large-Scale Major Developments	4	4	0	0	2	0	0	1	0	1
Total major applications	4	4	0	0	2	0	0	1	0	1

Table 2

Minor applications

Application type	Total	Granted	Refused	8 weeks or less	More than 8 and up to 13 weeks	More than 13 and up to 16 weeks	More than 16 and up to 26 weeks	More than 26 and up to 52 weeks	More than 52 weeks	Within agreed extension of time
Dwellings	2	2	0	0	0	0	0	0	0	2
Offices/Light Industry	0	0	0	0	0	0	0	0	0	0
General Industry/Storage/Warehousing	0	0	0	0	0	0	0	0	0	0
Retail Distribution and Servicing	0	0	0	0	0	0	0	0	0	0
Gypsy and Traveller Sites	0	0	0	0	0	0	0	0	0	0
All Other Minor Developments	12	12	0	10	0	0	0	0	0	2
Minor applications total	14	14	0	10	0	0	0	0	0	4

Table 3

Other applications

Application type	Total	Granted	Refused	8 weeks or less	More than 8 and up to 13 weeks	More than 13 and up to 16 weeks	More than 16 and up to 26 weeks	More than 26 and up to 52 weeks	More than 52 weeks	Within agreed extension of time
Minerals	0	0	0	0	0	0	0	0	0	0
Change of Use	5	4	1	3	0	0	0	0	0	2
Householder Developments	27	26	1	17	0	0	1	0	0	7
Advertisements	0	0	0	0	0	0	0	0	0	0
Listed Building Consent to Alter/Extend	3	3	0	2	0	0	0	0	0	1
Listed Building Consent to Demolish	0	0	0	0	0	0	0	0	0	0
Certificates of Lawful Development ⁴	0	0	0	0	0	0	0	0	0	0
Notifications	1	1	0	1	0	0	0	0	0	0
Other applications total	36	34	2	23	0	0	1	0	0	10

⁴ Applications for Lawful Development Certificates are not counted in the statistics report for planning applications. As a result, these figures are not included in the total row in Table 4.

Table 4

Totals by application category

Application type	Total	Granted	Refused	8 weeks or less	More than 8 and up to 13 weeks	More than 13 and up to 16 weeks	More than 16 and up to 26 weeks	More than 26 and up to 52 weeks	More than 52 weeks	Within agreed extension of time
Major applications	4	4	0	0	2	0	0	1	0	1
Minor applications total	14	14	0	10	0	0	0	0	0	4
Other applications total	35	33	2	22	0	0	1	0	0	10
TOTAL	53	51	2	32	2	0	1	1	0	15
Percentage (%)		96.2	3.8	60.3	3.8	0.0	1.9	1.9	0.0	28.3

Planning Committee

04 February 2022

Agenda item number 14

Appeals to Secretary of State update

Report by Senior Planning Officer

Summary

This report sets out the position regarding appeals against the Authority.

Recommendation

To note the report.

Application reference number	Applicant	Start date of appeal	Location	Nature of appeal/ description of development	Decision and dates
APP/E9505/C/21/3269284 BA/2017/0035/UNAUP3	Mr Henry Harvey	Appeal received by BA on 18 February 2021 Start date 26 April 2021	Land East Of Brograve Mill Coast Road Waxham	Appeal against Enforcement Notice	Committee Decision 8 January 2021 LPA Statement submitted 7 June 2021
APP/E9505/C/21/ 3276150 BA/2020/0453/FUL	Mr & Mrs Thompson	Appeal received by BA on 31 May 2021	Ye Olde Saddlery The Street	Appeal against refusal of planning	Delegated Decision 8 February 2021

Application reference number	Applicant	Start date of appeal	Location	Nature of appeal/ description of development	Decision and dates
		Start date 25 October 2021	Neatishead	permission: Change of use of outbuilding to cafe (Class E(b)) & pizza takeaway (Sui Generis)	Questionnaire submitted 1 November 2021 Statement submitted 26 November 2021
APP/E9505/Z/21/3276574 BA/2021/0118/ADV	Morrisons Supermarket	Appeal received by BA on 7 June 2021 Start date 5 October 2021	Morrisons Superstore, George Westwood Way, Beccles	Appeal against refusal of advertisement consent for a solar powered totem sign.	Delegated Decision 4 June 2021 Questionnaire submitted 12 October 2021

Author: Cheryl Peel

Date of report: 19 January 2022

Background papers: BA appeal and application files

Planning Committee

04 February 2022

Agenda item number 15

Decisions made by officers under delegated powers

Report by Senior Planning Officer

Summary

This report sets out the delegated decisions made by officers on planning applications from 20 December 2021 to 21 January 2022.

Recommendation

To note the report.

Parish	Application	Site	Applicant	Proposal	Decision
Barsham And Shipmeadow Parish Council	BA/2021/0263/OUT	Land Adjacent To And To The North West Of The Cottage Low Road Shipmeadow Suffolk NR34 8HP	Mr M Gladwell & Mr R Remblance	Outline Planning Application for 1no. dwelling including means of access	Refuse
Barsham And Shipmeadow Parish Council	BA/2021/0364/HOUSEH	Meadow View Barsham Hill Barsham NR34 8HF	Mrs V Bidnall	Construct a flat roof single storey extension with roof lantern. Retrospective	Approve Subject to Conditions

Parish	Application	Site	Applicant	Proposal	Decision
				planning permission for the development of raise decking, conservatory, and pergola on the south-west elevation, enlarge kitchen window to north-east elevation.	
Barton Turf And Irstead Parish Council	BA/2021/0422/HOUSEH	Irstead Manor Hall Road Irstead Norfolk NR12 8XP	Mr Chris Corson	Reinstate existing site access from Hall Road, replace timber field gate with new metal gates and brick piers to provide vehicle access drive leading to Irstead Manor. Close existing access and make good with similar planting to match adjoining boundary planting. Existing service entrance to be enhanced providing replacement gates and off-road waiting area.	Approve Subject to Conditions
Beccles Town Council	BA/2021/0459/PN	Morrisons George Westwood Way	Mr Richard Goodison	Prior approval for installation of	Prior Approval not Required

Parish	Application	Site	Applicant	Proposal	Decision
		Beccles Suffolk NR34 9EJ		photovoltaic array to flat roof	
Blundeston And Flixton Parish Council	BA/2021/0453/LBC	The Nebb Flixton Marsh Lane Blundeston NR32 5PH	Dr & Mrs Paul & Jude Rylott	Internal and external alterations and repair including removal of a kitchen partition. Replacement of some windows and doors.	Approve Subject to Conditions
Bramerton Parish Council	BA/2021/0180/HOUSEH	Hill House Hill House Road Bramerton Norfolk NR14 7EG	Mr & Mrs Barton	Alterations to dwellinghouse, extension and alterations to pool house, demolition of existing, and development of replacement outbuilding.	Approve Subject to Conditions
Coltishall Parish Council	BA/2021/0510/HOUSEH	Burebank House 4 Anchor Street Coltishall Norwich Norfolk NR12 7AQ	Mr Robyn Palmer	Replace existing fence with 2.3m tall fence	Approve Subject to Conditions
Ditchingham Parish Council	BA/2021/0417/FUL	The Stable Falcon Lane Bungay NR35 2JQ	Piglettings Ltd	Conversion & change of use to short term holiday let	Approve Subject to Conditions
Freethorpe Parish Council	BA/2021/0479/HOUSEH	2 Church Farm Cottages Church	Mrs Angie Lawrence	A wooden 3 sided carport, new highway access (retrospective)	Approve Subject to Conditions

Parish	Application	Site	Applicant	Proposal	Decision
		Road Wickhampton Norwich NR13 3PB			
Horning Parish Council	BA/2021/0329/FUL	Ferry Marina Ferry Road Horning NR12 8PS	AJ And J Cator	Replace 920m timber quay heading with steel quay heading, timber waling and capping.	Approve Subject to Conditions
Hoveton Parish Council	BA/2021/0438/HOUSEH	Waterside Retreat Brimbelow Road Hoveton Norfolk NR12 8UJ	Mr Stephen Davis	Replace timber quay heading and decking with composite. Replacement quay heading to include timber waling.	Approve Subject to Conditions
Ludham Parish Council	BA/2021/0337/FUL	Willows & Toorak 1A & 1B North West Riverbank Potter Heigham Norfolk NR29 5ND	Simon Bashforth & Andrew Oliver	Removal of existing timber quay heading and decking jetty between the two properties	Approve Subject to Conditions
Mettingham Parish Council	BA/2021/0440/NONMAT	The Valley House Low Road Mettingham Suffolk NR35 1TS	Mr Trevor Lay	Alteration to fenestration detail to annexe building to rear of brick barn, non-material amendment to permission BA/2021/0367/COND	Approve
Mettingham Parish Council	BA/2021/0367/COND	The Valley House Low Road	Mr Trevor Lay	Amended site plan & stable block details, variation of condition 2 of	Approve Subject to Conditions

Parish	Application	Site	Applicant	Proposal	Decision
		Mettingham NR35 1TS		permission BA/2018/0502/COND	
Norwich	BA/2021/0343/FUL	District Heating Boiler House Barnards Yard Norwich Norfolk	Mr K Cox	Riverside Abstraction Platform and discharge location. Replacement of existing plant room (temporary permission) with new single storey permanent plant room.	Approve Subject to Conditions
Reedham Parish Council	BA/2021/0374/FUL	Ferry Inn Ferry Road Reedham Norwich NR13 3HA	Mr David Archer	Replacement of groundfloor Timber window frames to Aluminium double glazing. Colour of frames will remain the same (White)	Approve Subject to Conditions
Thorpe St Andrew Town Council	BA/2021/0427/HOUSEH	15 Thorpe Hall Close Thorpe St Andrew Norwich NR7 0TH	Mr Steven Stallion	Repair and replace quay heading.	Approve Subject to Conditions
Thurne Parish Council	BA/2021/0403/FUL	Moorings At Thurne Staithe The Staithe Thurne Norfolk	Mr Ian McFadyen	Re-stage & replace quay heading (part- retrospective)	Approve Subject to Conditions
Woodbastwick Parish Council	BA/2021/0150/FUL	The Pyghtle Broad Road Ranworth	Mrs Zoe Abbitt	Change of use from annexe to holiday let	Refuse

Parish	Application	Site	Applicant	Proposal	Decision
		Norwich Norfolk NR13 6HS			
Wroxham Parish Council	BA/2021/0312/HOUSEH	Prior Thatch Beech Road Wroxham Norwich NR12 8TW	Mrs E Keane	Replacement gates to driveway entrances	Approve Subject to Conditions

Author: Cheryl Peel

Date of report: 24 January 2022