

Navigation Committee

Agenda 09 June 2022

10.00am

Remote meeting

John Packman, Chief Executive – Tuesday, 31 May 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 note whether any items have been proposed as matters of urgent business
4. Public question time – to note whether any questions have been raised by members of the public
5. **To receive and confirm the minutes of the Navigation Committee meeting held on 14 April 2022** (Pages 3-11)
6. **Summary of actions and outstanding issues following discussion at previous meetings** (Pages 12-17)

Reports for information

7. **Chief Executive's report and current issues** (Pages 18-28)
Report by Chief Executive
8. **Construction, Maintenance, and Ecology work programme – progress update** (Pages 29-35)
Report by Head of Construction, Maintenance, and Ecology
9. **Navigation annual income and expenditure 2021 – 2022** (Pages 36-44)
Report by Director of Finance
10. **Draft Broads Plan - consultation** (Pages 45-47)
Report by Strategy and Projects Officer

11. **Issues and Options Local Plan – for consultation** (Pages 48-138)
Report by Planning Policy Officer

Other matters

12. **To note the date of the next meeting – Thursday 1 September 10.00am**
13. Exclusion of the public
The Authority is asked to consider exclusion of the public from the meeting under Section 100A of the Local Government Act 1972 for the consideration of the item below on the grounds that it involves the likely disclosure of exempt information as defined by Paragraph 3 of Part 1 of Schedule 12A to the Act as amended, and that the public interest in maintaining the exemption outweighs the public benefit in disclosing the information.
14. **To receive the Exempt Minutes from the meeting held on 14 April 2022** (Page 139)

Navigation Committee

Minutes of the meeting held on 14 April 2022

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Present

Linda Aspland, Harry Blathwayt, Stephen Bolt, Matthew Bradbury, Leslie Mogford, Greg Munford, Simon Sparrow, Nicky Talbot and Paul Thomas

In attendance

Jason Brewster - Governance Officer, Michelle Glover – Governance Officer (minute-taker), John Packman - Chief Executive, Rob Rogers - Director of Operations, Adrian Sewell - Rivers Engineer for the Broads Authority, Marie-Pierre Tighe – Director of Strategic Services and Sara Utting – Senior Governance Officer

Also in attendance

Richard Eaton - Head of Property Litigation Team at Birketts Solicitors

1. Apologies for absence

Apologies were received from Alan Thomson, Andy Hamilton and Mike Barnes. Comments regarding agenda items 11 and 12 were received from Alan Thomson and Mike Barnes. These were read out by the Chair at the relevant item and formed part of the discussion.

Recordings / Openness of Local Government Bodies Regulations 2014

The Chief Executive (CE) announced that this meeting was being recorded. All recordings remained the copyright of the Broads Authority and the minutes remained the formal record of the meeting. Anyone wishing to receive a copy of the recording should contact the Governance team. 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.

Welcome

The Chief Executive welcomed all to the meeting and introduced Richard Eaton from Birketts Solicitors, and two new Governance Officers: Jason Brewster and Michelle Glover.

2. Appointment of Chair

The Chief Executive reported that nominations for Chair had been invited in line with the procedure adopted following the 18 May 2018 Broads Authority meeting.

Nicky Talbot had been proposed by Simon Sparrow and seconded by Linda Aspland. No other nominations had been received.

It was resolved that Nicky Talbot be appointed Chair of the Navigation Committee.

Nicky Talbot in the Chair.

3. Appointment of Vice Chair

Simon Sparrow had been proposed by Nicky Talbot and seconded by Linda Aspland. No other nominations had been received.

It was resolved that Simon Sparrow be appointed Vice Chair of the Navigation Committee.

Simon Sparrow in the Vice Chair.

Chair announcements

The Chair announced that membership for John Ash ended on 2 March 2022 as he was unable to attend the minimum number of meetings required by the Norfolk and Suffolk Broads Act 1988. The Chair expressed thanks to John for his seven years of invaluable knowledge and service.

4. Declarations of interest

Members expressed their declarations of interest as set out in Appendix 1 of these minutes.

5. Matters of urgent business

No items were proposed as a matter of urgent business.

6. Public question time

The following question has been received from a Mr Cowley:

“Given all the rising prices due to fuel and inflation, is the Broads Authority going to look at introducing quarterly or 6 monthly payments to help toll payers spread the cost over the year, rather than one instalment. Is this something the authority has considered?”

Response from Nicky Talbot, Chair of the Navigation Committee:

“Thank you for the question.

The Authority has considered the potential for offering staged payments to toll payments on a fairly regular basis. There are two main stumbling blocks: firstly, the seasonality of the use of the Broads combined with the fact that the toll is not an annual charge but a charge for 28 days or more; and secondly, the additional staffing resources that would be required to implement such a scheme for all boat owners.

Where an individual has severe financial or personal problems we encourage them to contact the Tolls Team and we will then work together to achieve compliance in a timely manner.

Initial work shall be starting later on in 2022/23 to scope the replacement of our current on-line computer payment system. As part of that project we will again look at the potential for offering staged payments.”

7. Minutes of last meeting

The minutes of the meeting held on 13 January 2022 were signed by the Chair as a correct record of the meeting.

8. Summary of actions and outstanding issues following discussions at previous meetings

Members received a report summarising the progress of issues that had recently been presented to the Committee.

The Chief Executive (CE) updated the Committee that Network Rail would be investing substantial money in repairing Somerleyton and Reedham swing bridges, the work of which was due to start in October.

The moorings were now open at Burgh Castle and with the exception of a small piece of work that needed finishing, all work was complete. This was a critical mooring because of its location to Breydon Water. The CE thanked the colleagues in the Environment Agency for their support and help with this.

The Landscapes Review workshop was successful and there was useful debate at the Authority meeting. The agreed response from members had been sent off and all had received a copy of the letter that Bill Dickson wrote to the Minister.

Carrow Road bridge repairs: Norfolk County Council (NCC) was exploring other options of progressing with this without locking the bridge shut. A member asked for assurance that everything possible would be done to keep this as a lifting bridge. The CE responded that this had been emphasised, and NCC was fully aware that the Broads Authority would oppose locking the bridge shut.

The report was noted.

9. Appointment of two co-opted members to the Broads Authority

Members were asked to recommend the appointment of two co-opted members to the Broads Authority until 12 May 2022 as set out in Section 1(2)(c) of the Norfolk and Suffolk Broads Act 1988 as amended.

Schedule 4, paragraph 4(3) of the Act further stated that the Navigation Committee shall elect a Chair from among those of its members who are members of the Authority. Given that Nicky Talbot had been elected Chair of the Committee, she would need to take up one of the seats on the Authority.

Nicky Talbot proposed, seconded by Greg Munford, that Simon Sparrow be appointed as a member of the Broads Authority until 12 May 2023. No other nominations were received.

It was resolved that Nicky Talbot and Simon Sparrow be recommended to the Broads Authority for appointment as the co-opted members to the Broads Authority until 12 May 2023.

10. Chief Executive's report and current issues

The Chief Executive introduced the report and provided some updates as follows.

Prosecutions

Most people pay their tolls on time but there was always a small number of people who refused to pay. Communications were kept open with them as much as possible, but there was often no option left but to take them to Court. There was a huge amount of work involved in this relatively small number but there was a good success rate, and it was noted that this was a significant piece of work by the Head of IT and Collector of Tolls.

On noting in Table 2 – Navigation Duties that patrolling days were lower from the allocated number, and reactive mooring maintenance was significantly down, a member asked if less reactive work was being undertaken.

The Director of Operations (DoO) answered that there was more focus on planned work and improving at knowing where staff need to be. The aim was on maintaining patrolling presence but some days had been lost due to Covid.

There was further discussion on prosecutions for non-payment of tolls, and clarification that the compensation figure was paid to the Court.

The report was noted.

11. Annual Safety Audit 2021/22

The DoO presented the report, which updated the Navigation Committee for the period 2021-22 and examined the package of measures and the effect that it had had.

The Chair commented that the report included a good cross section of views, and that the results of the survey and questionnaires had provided the evidence to help with decision making on this item. The Chair thanked the rangers and team for gathering that evidence.

The DoO commented that good presence on the rivers had been maintained with the additional patrolling, with rangers also patrolling at early and late times. The hire boat questionnaires had come back with quite startling results: handover issues were apparent, as were length of handovers and whether in-water trials were given. The survey would be run again this year to generate more data for future use. The DoO recommended that use of the British Marine's Quality Accredited Boatyard Scheme was increased.

A member asked if it was possible to make a comparison of the number of injuries in the report to injuries received in other activities such as gardening. The DoO commented that water related environments had very specific problems and it was impossible to compare with other activities.

Another member commented that it was very positive that the videos had been well received, and that other companies would be using them. The DoO said that the videos had been updated with lessons learned, and that boat yards owners were directing these to their customers before they arrived, which was positive.

A member asked about lessons learned from the incidents. The DoO said that slips, trips and falls form the majority of incidents, and as a result, surfacing materials were reviewed and replaced where necessary. Other unpredictable factors such as use of alcohol, or tidal action which raised or lowered the height of boats could make things more difficult for the customer, and these types of issues were more challenging to draw conclusions from.

The Chair commented that with all the available technology it was easy to communicate and report problems quickly and effectively.

Discussion followed around the value of using the British Marine Quality Accredited Boatyard Scheme. The general consensus was positive about adopting the scheme.

A member questioned about making the QAB scheme compulsory, and that from a purely safety point of view, it did not add anything beyond the BA's current checks. Given that the hire boat licensing officer's time had recently been increased from one day to three, it was hoped that this would address any gaps in the traffic light system.

The CE commented that considering the information about the accident being investigated by the MAIB, together with the feedback from the hirer boat helm questionnaire, there was strong argument for the Broads Authority incorporating the QAB into the Authority's licensing conditions. Also noted was the fact that the Chief Inspector thought it sufficiently important that he recommended amendment to the hire boat code such that an in-water trial before handover should become mandatory. In the survey of helms, 25% said that they had no in-water trial, and 13% said that their handover was 10 minutes or less. The industry as a whole took safety seriously, and there were some operators with excellent standards, but this was not universal. Members of the Authority were individually and collectively the duty holder for the Port Marine Safety Code, meaning that safety was at the top of the agenda. There would be benefits in the Authority making the QAB's independent inspection, which had an important safety element in it, compulsory for the hire boat industry.

A member asked whether the hire boat helm questionnaire was aimed at both cruisers and day boats. The DoO replied that the questionnaire was targeted at holiday cruisers.

There was mention of how the majority of visitors arrived well informed, having done their own research and preparation, and that the videos would be developed more and the links to them checked.

The Chair commented that the questionnaire would enable further analysis of which yards were involved, types of boats and other details.

Further comments from absent members regarding the use of the British Marine Quality Assurance accreditation were read out by the Chair. The points in summary were that boat handling, instruction and hand-over were important and should be specifically mentioned to

the hirers, and that on seeing the disappointing levels of in-water trials, it would be good to incorporate the British Marine Quality Assurance accreditation and to have this as a requirement for hire boat operators.

The Chair summarised the view of the Committee as supporting the recommendation.

It was resolved by consensus that the Navigation Committee supported the recommendation that the hire boat licencing system be amended to include the British Marine Quality Assurance accreditation as a compulsory element.

Greg Munford and Simon Sparrow did not voice their support due to their declared interests.

The report was noted.

12. Barton Turf Staithe

The DoO introduced the report and commented that the Authority could spend large sums of money to bring the offered section up to the required Broads Authority 24-hour free mooring standard only for the lease to be terminated by the Landowner after seven years.

Views of the members included the points that: a) a seven-year lease was too short, b) reduction of public mooring in favour of private mooring was against the Authority's principles, and that c) caution was needed with this proposal as it could set a precedent in both the long and short term.

The general consensus was that this site was not of great significance to the holiday industry, and a seven-year lease was also too short for the cost and investment needed to bring the site up to standard. The DoO thanked members for their views and advised that he would respond to Barton Turf and Irstead Parish Council informing them that the Authority had declined the offer.

The report was noted.

13. Construction, Maintenance and Ecology work programme – progress update

The report was introduced by Adrian Sewell - Rivers Engineer for the Broads Authority on behalf of the Head of Construction, Maintenance & Ecology.

A member asked if there had been any interest in the tender for building the barge/workboat. The DoO confirmed that there had been some interest, although there were not many local companies who could build what was required.

The report was noted.

14. Navigation income and expenditure 1 April to Feb 2022 actual and 2021/22 forecast outturn

The report from the Director of Finance was received. At the meeting, the CE supplied further information on toll income. As of close of play on Tuesday, 8,364 tolls had been issued with an income of £2.72m.

Increasing the tolls staff by one had been hugely beneficial and staff were now better placed to deal with the work that would be coming in this year.

The report was noted.

15. Committee Calendar 2022/23 – Navigation Committee dates

The 2022/23 calendar for the Navigation Committee was received.

The Chair reminded members that there was the opportunity to hold some meetings of the committee remotely.

The report was noted.

16. Date of next meeting

The next meeting of the Navigation Committee would be held on Thursday 9 June at 10am, venue to be confirmed.

17. Exclusion of the public

Proposed by Harry Blathwayt, and seconded by Greg Munford.

It was resolved by consensus to exclude the public from the meeting under section 100A of the Local Government Act 1972, as amended by The Local Government (Access to Information) (Variation) Order 2006, for consideration of the item below on the grounds that it involved the likely disclosure of exempt information as defined by Paragraph 3 of Part 1 of Schedule 12A to the Act as amended, and that the public interest in maintaining the exemption outweighs the public benefit in disclosing the information.

The public left the meeting and the recording was suspended.

18. Mooring rights at How Hill

Richard Eaton, Head of Property Litigation Team at Birketts Solicitors summarised the report before members were canvassed for their views.

A summary of the discussion is contained in the exempt minutes.

The meeting ended at 11.50am

Signed

Chairman

Appendix 1 – Declaration of interests: Navigation Committee, 14 April 2022

Member	Agenda/minute	Nature of interest
Simon Sparrow and Greg Munford	11	Hire boat operator

Navigation Committee

09 June 2022

Agenda item number 6

Summary of actions and outstanding issues following discussions at previous meetings

Title	Meeting date	Lead officer	Summary of actions	Progress so far	Target date
Network Rail Whole Life Strategy	19/10/2017	John Packman	Network Rail Whole Life Strategy planning for swing bridges and replacing Trowse Swing Bridge with fixed bridge.	<p>As expected, swing bridges expanded in July's high temperatures, with periods when they could not open. Somerleyton affected more than Reedham, which is kept cooler by prevailing wind. Following consultation with key user groups, 'High Impact' days (when groups on organised dates and higher usage of swing bridges expected) shared with Network Rail (NR), who had engineering staff on standby to respond to mechanical issues on these key dates. Officers continue to liaise with NR and communicate issues as they arise. Next meeting planned for Oct review performance of swing bridges during summer period.</p> <p>Oct 2019: Need for display of red flags at bridges and Christmas and Boxing Day cover raised at meeting with local NR manager in Oct. Following consultation with NSBA and other stakeholders, officers reinforced importance of retaining red flags and agreed, based on last year's evidence, that bridge operators do not need to be on duty on Christmas Day and Boxing Day.</p> <p>7 Jan 2020: Meeting held with NR, who are to examine business case for any replacement at Trowse bridge. Resignalling of whole system commences in February.</p> <p>4 Feb 2020: BA in phone discussion with Network Rail re Trowse - update to be provided at agenda item 11.</p> <p>May 2020: Following sensor replacement works at Somerleyton, Reedham & Oulton, Network Rail believes operational reliability of these bridges will be improved. As we enter Summer 2020 we will monitor opening and breakdowns to ascertain this reliability. BA and NR continue to discuss swing bridge issues. BA also in Working Group with Norfolk County Council, Norwich City Council, LEP, NR and Greater Anglia working on Trowse Bridge issues and gathering wider support and funding for replacement/ better operational reliability of this bridge.</p>	

Title	Meeting date	Lead officer	Summary of actions	Progress so far	Target date
				<p>Jul 2020: Trowse Rail Bridge Working Group continuing to meet. Next phase of project is to meet with Train Services Director for Southeastern - meeting to include spokespeople from working group, incl. John Packman. Further updates provided when meeting date confirmed.</p> <p>Sep 2020: BA written officially to Norfolk County Council regarding Haven Bridge, Great Yarmouth.</p> <p>Dec 2020: Update provided in CEO report (14/01/2021): Authority officers are involved in meetings to discuss the future of Trowse Swing Bridge and the development opportunities in East Norwich presented by three large brownfield sites, namely the Carrow Works, the Deal Ground and the Utilities Site. The Chief Executive and Director of Operations are members of a working group looking at the Trowse Bridge (along with Network Rail, Abellio Greater Anglia, Norfolk County Council, Norwich City Council and New Anglia). The Head of Planning and the Senior Planning Officer sit on another group looking at the development sites. There is an important relationship between the two issues and our officers are making sure that navigation interests are considered.</p> <p>Mar 2021: Director of Operations met with Network Rail (NR) to discuss the multi-million pound refurbishment of the swing bridges (Reedham, Somerleyton & Oulton due to commence in 2022. The NR scheme will see the lifting and turning mechanisms replaced to make the operation of opening and closing the swing bridges more reliable. At the start up meeting, the BA asked if the thermal expansion to the bridges in warm weather could also be addressed. This is being considered by NR. The BA is working with NR on communications, work planning and managing the navigation.</p> <p>July 2021: Director of Operations met with Network Rail contractors undertaking the swing bridge refurbishment to discuss the initial navigational requirements of the works. The refurbishment has been further complicated by the timing of the track closure, which will coincide with the school Easter holidays in 2022. The BA continues to advise on construction and navigational matters.</p> <p>Sep 2021: Network Rail's repair work of the swing bridges delayed to October 2022. Design work to commence beginning October 2021.</p> <p>Mar 2022: Dialogue with Network Rails Contractor for the swing bridge refurbishment programmes continues (Murphy's). A date of October 2022 has</p>	

Title	Meeting date	Lead officer	Summary of actions	Progress so far	Target date
				<p>been agreed for the contractors access and they are planning on 2 x 52hr weekend works and a 16 day blockade. During this time the swing bridge will operate but with 2 x set opening times daily, these will be published nearer the date.</p> <p>May 2022: Senior Operations Officers continue to work with Murphy's to facilitate the delivery of this 10 million pound refurbishment of Reedham & Somerleyton Swing Bridges. Dates of the works have been shared with navigators and regular information will be supplied as the work dates get nearer.</p>	
<p>Planning application with navigation implications: BA/2018/0466/FUL – Land at Burgh Castle – BFAP Compartment 34</p>	17/01/2019	Rob Rogers	Lease arrangements and repiling at Burgh Castle for reinstatement of free 24-hour moorings.	<p>Following exempt paper considered at Navigation Committee and Broads Authority, officers presented landowner with options on alternative Burgh Castle mooring site, based on recommendations in exempt report.</p> <p>16 Jan 2020: Members supported 99-year lease agreement, including BA taking on full responsibility for piling structure.</p> <p>21 Jan 2020: Management Team agreed 99-year lease at peppercorn rent and for BA to take full responsibility for piling structure at Burgh Castle moorings.</p> <p>27 May 2020: Development and improvements at Belton Reach (new name for Burgh Castle's moved mooring location) progressing from operational planning perspective, but project deferred to 2021/22 due to Covid-19 impact on funding issues.</p> <p>15 Dec 2020: Following funding review by Environment Agency, plans to pile original Burgh Castle mooring site reinstated - EA negotiating site access with landowner with view to start pilings works this winter. Separate negotiation taking place between BA and landowner to agree terms of lease for site to enable operation as BA 24-hour free mooring.</p> <p>30 Mar 2021: Environment Agency contractors on site and repiling of Burgh Castle underway. Summary discussions held with landowner's solicitor and draft lease for site under consideration.</p> <p>17 May 2021: Environment Agency completed piling and installing new timber to pile tops. BA sorting lease details with landowner, so when site works are finished it can reopen mooring site - projected timescale is late June 2021.</p> <p>Jul 2021: Re-piling of Burgh Castle mooring completed. The legal agreement between the BA and the landowner is with the landowner's Solicitor. The BA is</p>	30/06/2021

Title	Meeting date	Lead officer	Summary of actions	Progress so far	Target date
				<p>awaiting the completed document and the site can then be re-opened as a BA 24 hour mooring.</p> <p>Dec 2021: A legal issue raised by the Environment Agency's legal department has delayed this process, which in turn has stalled the signing of the lease between the BA and the landowner. The BA are currently seeking clarification from the EA on how they wish to resolve the matter.</p> <p>Mar 2022: The legal work and finishing off construction works have been completed and the final assessment (carried out by the Ranger Team) is being hindered by high tides obscuring key elements to be checked. Once tides allow this final phase should see Burgh castle mooring open ready for the Easter school holidays.</p> <p>May 2022: The Burgh Castle Mooring is again available as a Broads Authority free 24 hour mooring site and is open to the public.</p>	
Landscapes Review	16/01/2020	John Packman	Navigation Committee asked to comment on BA's proposed response to Landscapes Review (Glover report) - to be reported to BA meeting on 31 Jan 2020.	<p>31 Jan 20: BA report on Landscapes Review Proposal 27: A new financial model – more money, more secure, more enterprising; "unnecessary complexities, such as the requirement for the Broads Authority to account for income and expenditure from National Park Grant separately ... should be addressed." BA draft response is that it would be a Government decision whether to combine the finances and the BA would await the Government's response.</p> <p>Dec 2020: Still awaiting Government response.</p> <p>May 2021: Written Ministerial Statement expected in late May/early June.</p> <p>24 Jun 2021: Ministerial Statement released. The Government will address the Landscape Review's recommendations in full and consult on draft proposals later this year.</p> <p>Oct 2021: Government response expected to be published in Dec.</p> <p>Dec 2021: Government response delayed until January 2022.</p> <p>Jan 2022: Landscapes review (National Parks and AONBs): government response – GOV.UK (www.gov.uk) published 15 January 2022.</p>	

Title	Meeting date	Lead officer	Summary of actions	Progress so far	Target date
				<p>Feb 2022: Member workshop held on 24 February to review the Authority's response to the consultation.</p> <p>Mar 2022: Report to Broads Authority 18 March on response to consultation. Response subsequently submitted to Defra.</p>	
Carrow Road Bridge Repairs	15/04/2021	John Packman	Briefing provided at Navigation Committee meeting in April, outlining Norfolk County Council's proposals for the repair of Carrow Road bridge. Further information is awaited from the County Council.	<p>10 Jun 2021: report on the Carrow Road bridge repairs presented to members with the Norfolk County Council (NCC) options report.</p> <p>The Navigation Committee is of the view that NCC's proposal to carry out a minimal repair to Carrow Road bridge, effectively welding it shut so it is unable to open to tall vessels, is totally unacceptable. It would be contrary to NCC's legal obligations under the Norwich Corporation Act 1920, which are to maintain and operate the bridge to allow vessels that require passage to pass. In our view, officers should refuse any Works Licence application for this superficial repair work and NCC should be encouraged to perform repairs in a way that maintains navigation rights to this historic and important gateway to Norwich, in accordance with the legislation. The Broads Authority would like to work with NCC to find a solution that meets the statutory obligations of both organisations.</p> <p>Aug 2021: The Chief Executive and Director of Operations met with officers of Norfolk County Council on 17 August to discuss the road bridge repairs following the report to Navigation Committee and NCC wanting to temporarily seal the bridge close for 5 years. The BA is offering collaborative working to find an agreeable solution that protects the rights of navigation.</p> <p>Oct 2021: No further update from NCC. RR and JP to arrange a future meeting with NCC (as reported at NC211021)</p> <p>Dec 2021: Norwich City Council, Norfolk County Council and The Broads Authority met on 8 December to discuss the works proposal submitted for licensing. It was a positive meeting with all partners understanding the different issues each organisation faced with the proposed construction method. Norfolk County Council officers agreed to re-look at road deck construction methods and the timing of the repairs to see if these can better link with the City Council's planned route improvements and still maintain the ability to open the Carrow Bascule bridge. An update was made in the Chief Executive's report, item 7 on the 13 January 2022 Navigation Committee agenda.</p>	10/06/2021

Title	Meeting date	Lead officer	Summary of actions	Progress so far	Target date
				<p>Mar 2022: Following discussion between the Broads Authority and Norfolk County Council a report to 7 March County Council Cabinet meeting will contain the following short statement:</p> <p>Carrow Bridge, Norwich In last year's Highway Capital Report, the need to establish a longer-term solution for Carrow Bridge was highlighted. Discussions are ongoing with key partners, including the Broads Authority, to agree short-term and longer-term options for improvement at this sensitive part of the transport network. The programme of ongoing maintenance works continues on a regular basis.</p> <p>May 2022: An announcement has been made by Norfolk County Council that welding the bridge shut has been put on hold due to being contrary to the Norwich Corporation Act 1920.</p>	

Date of report: 27 May 2022

Navigation Committee

09 June 2022

Agenda item number 7

Chief Executive's report and current issues

Report by Chief Executive

Purpose

To provide a briefing on significant matters relating to the maintenance and management of the waterways.

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1. Safety on the Broads

- 1.1. Following the last meeting of the Committee, a report was submitted to the Broads Authority recommending that British Marine's Quality Accredited Boatyard scheme be made a mandatory requirement of the Authority's Hire Boat Licensing Conditions from 1 April 2023.
- 1.2. On 5 May the Marine Accident Investigation Branch of the Department of Transport published its report into the Diamond Emblem 1 accident at Great Yarmouth. A copy of the report was sent to all members. Here is the link.

[Diamond Emblem 1 report published - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/news/diamond-emblem-1-report-published)

- 1.3. Pages 48 and 49 provide the conclusions on the “safety issues directly contributing to the accident that have been addressed or resulted in recommendations”. One of the conclusions, on page 49 of the report, is that:

“It is essential that effective handovers and appropriate documentation are provided to boat hirers to ensure that they are properly prepared to safely operate the boat.”

- 1.4. Page 52 lists the actions the Broads Authority has taken since the accident and on page 53 there are three recommendations for the Authority.

2022/114 Make the British Marine and Visit England Quality Accredited Boatyard Scheme a requirement of the Broads Authority’s Hire Boat and Hire Operators licensing provisions in addition to its own internal inspection regime.

2022/115 Review its licensing conditions for hire boat operators to ensure that:

- Licences are only issued when a complete set of the required signed and dated documentation is submitted by the operators.
- An appropriate level of verification is conducted on a change of ownership of companies to ensure that the new owners are operating their vessels in accordance with the applicable requirements.

2022/116 Retain a copy of Declarations of Conformity (RCD) and other associated information demonstrating compliance with the requirements of the Recreational Craft Directive for all boats operating in their waters.

- 1.5. At the Broads Authority meeting on 13 May, the recommendation to adopt the QAB scheme into the Authority’s Hire Boat Licensing conditions was adopted and officers have written to all hire boat operators accordingly to make them aware of this new requirement.
- 1.6. Furthermore, the Authority has 30 days in which to reply to the recommendations made by the MAIB. Of the three recommendations made by the MAIB, two are already in train, the third one relates to the retention of the vessels Recreational Craft Directive (RCD). The Broads Authority does retain these RCDs for 7 years and after that we use the Boat Safety Certification information for licensing and vessel capacity figures. We need to check that this satisfies the aims that the MAIB were wanting to effect

2. Navigation patrolling and performance targets

- 2.1. The report of the significant use of powers by the rangers is displayed in Appendix 1. During the 2021/22 year the rangers undertook 8,497 verbal warnings. A total of 296 written warnings were issued. Appendix 5 sets out the report of prosecutions since the last meeting. Over the last year a total of 13 people have been prosecuted for navigation offences, including speeding, care and caution and no insurance.

- 2.2. The average navigation/countryside splits for the year it set out in Appendix 2. The figures show a 72% Navigation, 28% Countryside split. This slight variance in the planned programme was due to staff illness and a vacancy in the team mid-season.

3. Sunken and abandoned vessel update

- 3.1. The sunken and abandoned update is contained in Appendix 3. As with the last report, all newly sunken vessels have been recovered or are in the process of being recovered in liaison with the owners.

4. Planning enforcement update

- 4.1. There are no further enforcement matters with navigation implications to report.

Author: John Packman

Date of report: 27 May 2022

[Broads Plan](#) strategic actions

Appendix 1 – Rangers exercise of powers analysis

Appendix 2 – Ranger duties total time allocated and actual days

Appendix 3 – Sunken and abandoned vessels current position as at 20 May 2022 20/05/2022

Appendix 4 – Prosecutions dealt with in court for non-payment of tolls since 14/04/2022

Appendix 5 – Prosecutions dealt with in court for navigation offences since 02/02/2021 01 April 2022 01 April 2022

Appendix 1 – Rangers exercise of powers analysis April 2021 – March 2022

Table 1

Verbal warnings	Wroxham launch Wroxham and upper Bure	Irstead launch Ant	Ludham launch Hickling, Potter Heigham, upper Thurne	Ludham launch 2 lower Thurne and lower Bure	Norwich launch Norwich and upper Yare	Hardley Launch Reedham, Chet and middle Yare	Burgh St Peter launch Oulton Broad and upper/middle Waveney	Breydon launch Breydon water, lower Waveney and Yare
Care and caution	107	39	103	119	32	1		11
Speed	3784	1729	631	611	179	247	210	103
Other	218	152	27	34	59	69	9	23

Table 2

Written warnings	Wroxham launch	Irstead launch	Ludham launch	Ludham launch 2	Norwich launch	Hardley Launch	Burgh St Peter launch	Breydon launch
Care and caution	10	4	2	1	2	5	1	3
Speed	78	19	11	15	4	6	4	6
Other	24	41	8	1	5	42	3	1
Special directions	49	54	20	11	2	12	171	1

Table 3

Launch patrols	Wroxham launch	Irstead launch	Ludham launch	Ludham launch 2	Norwich launch	Hardley Launch	Burgh St Peter launch	Breydon launch
Launch staffed by ranger	302	300	270	210	271	225	266	296
Volunteer patrols	1	1	6			1	5	
IRIS reports	33	40	31	28	46	30	18	42

Table 4

Broads Control total calls

Contact method	Number of calls
Telephone	27,102
VHF	5,229
Total	32,331

Appendix 2 – Ranger duties: total time allocated and actual days April 2021-March 2022

Table 1

Broads Authority corporate duties

Work area	Annual allocation (days)	Actual days to date
Training	134	133.11
Broads Control	362	371.32
Team meetings, work planning	356	443.82
Partnership working	76	18.68
Assisting other sections	76	58.65
Billets and boatsheds	25	26.76
Launch – general		26.86
Trailers - general		2.77
Vehicle maintenance		7.03
Other equipment repair		23.78
Total	1029	1112.78

Table 2

Navigation duties

Work area	Annual allocation (days)	Actual days to date
Patrolling	2136	1757.87
Escorts	49	38.72
Prosecution files		15
Bankside tree management	53	34.93
Obstruction removal	36	18.85
Channel markers and buoys	25	11.42
Signs and boards maintenance	34	47.03
Adjacent waters	100	60
Reactive mooring maintenance	104.5	14.29
Total	2537.5	1998.11

Table 3

Conservation, recreation, countryside maintenance

Work area	Annual allocation (days)	Actual days to date
Fen management	195	179.26
Lake, riverbank restoration	126	115.88
Invasive species control	22.5	14.05
Other conservation work	148	57.94
Pollution response		3.72
Visitor site maintenance	209	333.78
Public engagement	301	48.48
Public footpath work	44	9.12
Education work	69	16.22
Total	1114.5	778.45

Team total up to 31 March 2022

Percentage Navigation: 72%

Percentage National Park: 28%

Appendix 3 – Sunken and abandoned vessels current position as at 20 May 2022

Description	Location found	Action	Notice affixed	Result
Motor Cruiser	River Yare, old River Yare, Thorpe	Vessel sunk at owners' moorings	No	Not affecting the navigation
Motor Cruiser	Sutton/Stalham cut	An assessment will be made if the hull can be raised by the dredging rig when it is in the area.	No	Not affecting the navigation, hull is marked, Rangers monitoring
Workboat	River Wensum	Partially sunk	No	Raised by owner
Motor Cruiser	River Yare, Thorpe	Sunk at owners mooring, pollution boom deployed as precautionary measure	No	Working with owner to raise

Appendix 4 – Prosecutions dealt with in court for non-payment of tolls since 01 April 2022

Type of vessel	Fined	Costs awarded	Victim surcharge	Compensation
Auxiliary Yacht	£220.00	£207.00	£34.00	£172.00
Motor	£120.00	£175.00	£34.00	£72.70
Sailing	£220.00	£175.00	£34.00	£133.20
Motor	£220.00	£175.00	£34.00	£479.82
Motor	£440.00	£175.00	£44.00	£276.26
Motor	£440.00	£175.00	£44.00	£232.64
Houseboat	£220.00	£226.00	£34.00	£248.64
Motor	£220.00	£175.00	£34.00	£479.82
Motor	£220.00	£175.00	£34.00	£537.98

Appendix 5 – Prosecutions dealt with in court for navigation offences since 02 February 2021

Offence	Fined	Costs awarded	Victim surcharge	Compensation
Care and Caution, Excess speed and wash 2 offences of each in speedboat at Salhouse and Horning	£650	400	65	
Offences of Excess Speed and wash, Care and Caution 2 offences of each. River Waveney and Oulton Broad	1000	500	100	
Excess speed and wash Care and Caution Speedboat Oulton Broad	800	464	80	
Excess speed and wash Reedham, Care and Caution Brundall, Excess speed Norwich	990	1045	33	
Excess Speed and Wash, Care and caution speedboat on River Ant	200	200	34	
Excess Speed and Wash, Care and Caution speedboat on River Ant	200	200	34	
Failed to keep lookout, Care and caution whilst in yacht, hitting canoe and overturning it	220	664	34	200
Excess Speed & wash, Care and Caution Barton Broad. Motor Cruiser	500	360	50	
Excess speed, Care & Caution on Barton Broad, failing to respond to RFI, Obstructing Rangers.	1100	763.60	110	
Care and Caution past moored boat, causing damage	400	390	40	Paid out before hearing 1500
Care & Caution on Breydon, Failing to Respond RFI	1000	514.60	100	
Excess speed and wash in rib,	600	420	60	

Offence	Fined	Costs awarded	Victim surcharge	Compensation
Posted on line and you tube				
Care and Caution x2 Breydon	461	370	46	

Navigation Committee

09 June 2022

Agenda item number 8

Construction, maintenance and ecology work programme progress update

Report by Head of Construction, Maintenance & Ecology, and Ecology & Design Supervisor

Purpose

To give an update on the Broads Authority's management activities to maintain the public navigation, develop mooring facilities for public use and demonstrate the effective use of available resources in managing the Broads waterways.

Broads Plan context

The activity of the Construction, Maintenance and Ecology (CME) section contributes to multiple objectives, in particular to Aspirations 3, 4 and 6 to manage sediment sustainably, maintain a safe open navigation, and maintain the access network and visitor facilities.

Contents

1.	Maintaining water depths for navigation	2
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1. Maintaining water depths for navigation

- 1.1. The detailed breakdown in Appendix 1 gives final volumes for the annual dredging programme for the whole of 2021/22 (April 2021 to end March 2022). A total of 33,950 m³ of dredged sediment was removed from the prioritised sites. This figure represents 144% of the programmed target of 23,490 m³ for that year. The additional dredge volume largely came from the extension of time spent in the Upper Thurne. As the funding arrangements for this work came from the EU Interreg CANAPE project, there was no in-year financial impact on navigation revenue budget expenditure. Half of the working time by staff was also allocated as “National Park” time, given the wider ecological benefits of the Chara Bay habitat creation.
- 1.2. Appendix 2 shows that overall for 2021/22 the amount of time operational staff spent on dredging projects was very close to that planned. The nominal annual target for the construction and maintenance teams time is a split of roughly 70:20:10 for “navigation”, “conservation” and “recreation” activities. The latter category includes all work for public footpath access and maintaining land-based visitor sites. The actual figures for 2021-22 breaks down to 66% - navigation, 25% - conservation and 9 % - recreation. The part inclusion of the Chara Bay project as conservation time generated this higher than planned final figure.
- 1.3. Dredging on the River Chet was completed with sediment placed along the riverbank. This bank formed the previous line of the public footpath adjacent to Hardley Flood, which is currently closed. Slightly less sediment volume was dredged than planned, but this project had a fixed time period within which to work, so no additional volume could be regained. The next steps at this site are to monitor the drying of the sediment. If by the end of autumn 2022 the material is handleable, the aim is to return with excavators to level and shape the riverbank to be suitable for a footpath. Norfolk County Council is leading on a project to look at reinstating the lost bridges on this section of path at Hardley Flood and ultimately re-open the public footpath, which can all now follow on from the Authority’s riverbank restoration and dredging.
- 1.4. Appendix 3 gives the dredge project plans for the new, current year, 2022-23. The initial dredging projects on the River Ant and at Oulton Broad have not yet started in this reporting period, so no volume data is reported here. On the River Ant, delays in gaining all the relevant permissions has set this project back by six weeks. See Notice to Mariners information [NTM 02 of 2022 - Dredging works on the River Ant \(broads-authority.gov.uk\)](#). Mobilisation to Oulton Broad has also been delayed with navigation access restrictions at Haddiscoe Cut, followed by unplanned repairs being needed to the concrete pump. Both projects are now planned to start on the week beginning 23 May. See Notice to Mariners information [NTM 03 of 2022 - Dredging works on Oulton Broad/Oulton Dyke \(broads-authority.gov.uk\)](#).
- 1.5. A project being carried out by the Environment Agency that contributes to Broads Authority objectives on the River Waveney is starting towards the end of May 2022. See Boating News information [Navigation restriction due to flood bank maintenance](#)

[works on the Upper River Waveney \(broads-authority.gov.uk\)](https://broads-authority.gov.uk). The Agency are utilising dried sediment deposited at the Authority's land near Geldeston and re-using this to top up areas of low river bank further downstream. The Authority is assisting the movement of pontoons and work equipment with towage provided by one of our tugs and staff members.

2. Maintaining safe public mooring facilities

- 2.1. At Commissioners Cut 24 hour mooring, the reinstatement of the vertical pile line and installation of replacement anchor ties has been successful. The work was also assisted by a prolonged period of relatively low water in the River Yare. This has meant the mooring path and all the surface features of the site will be able to be reinstated and opened to the public more quickly than planned, which is going to be by mid June this year.
- 2.2. The lease arrangements Burgh Castle 24 hour mooring have been completed. The mooring is now fully open as an Authority 24 hour mooring. In addition to the new steel piling and timber capping and waling installed by the Environment Agency, the Authority has installed an additional electric charging pillar. The re-opening of this strategically placed mooring, upstream of Breydon Water has been long awaited and is already being well used.

3. Our resources

- 3.1. Appendix 2 shows the final proportion of Operations Technicians' time spent on the different navigation work types through 2021/22. The proportional time spent across the navigation work areas was very close to planned. The one variation however was the "staff days worked" by CME on these navigation work areas (third column). Principle causes of time lost were due to a case of long term sickness and also COVID related time off work. Despite being 250 days short of the staff days planned (equivalent of one person missing from the construction and maintenance teams for the whole year), all the dredge projects were completed with more volume of sediment removed than planned, and all the water plant cutting, 24 hour mooring maintenance and tree management tasks were also kept on track.
- 3.2. The Waterways & Recreation Officer post has been recruited to, with Andrew Walters having just completed his first two weeks induction and settling in. Andrew's role covers strategic navigation areas such as access to the water (for canoe, angling, open water swimming etc); slipways and small boat access; waterway specification compliance; and screening applications for events on the waterways, for example [Organising events in the Broads \(broads-authority.gov.uk\)](https://broads-authority.gov.uk).

4. Water plant management

- 4.1. Water plant cutting in the channel at Hickling starts in late May each year, running through to September, as per the assent the Authority has from Natural England. The

cutting only happens once a threshold levels of water plant growth and water quality are met. This protects the vulnerable plant populations in years when there is low growth. In reality if there were such low plant growth, the likelihood of it being within the deeper marked channel is remote. The threshold to trigger the requirement for water plant cutting is established through annual hydroacoustic (sonar) survey in May. The threshold above which cutting can occur in the marked channel is 30% of the bed of the broad covered with water plants. At the time of writing this report, the survey results for 2022 were still being processed. The assent for water plant cutting in the marked channel at Hickling Broad is now in place for the next seven years. The water clarity has been exceptional during the early spring, so water plants are already strongly established and large areas of stonewort have remained intact over the winter. Once the hydroacoustic survey results are known, the water plant harvester is aiming to be on site before late spring bank holidays to ensure the marked channel is clear of any potential obstructions. The cutting activity is carried out in accordance with the Authority's Environmental Standard Operating Procedures [Environment standard operating procedures \(broad-authority.gov.uk\)](https://broad-authority.gov.uk/environmental-standard-operating-procedures)

5. Navigational safety

- 5.1. The Ranger Service have identified a range of improvements to the signage and safety measures on the approaches to St. Olaves road bridge. The maintenance team are actively engaged in installation of new gauge boards, warning signs on the bridge, advance notice signs and hazard marking panels (chevrons) around the bridge. All work is planned to be completed by July.

6. Future working arrangements

- 6.1. The timetable for the consultants to complete the Habitats Regulation Assessment (HRA) for the Waterways Management Strategy is the end of June. The Authority can then submit the strategy and associated HRA to Natural England, who have a statutory 28 day response period. Once assent has been gained from Natural England, then the Waterways Management Strategy can be made available on the Authority's website.

Author: Dan Hoare, Sue Stephenson

Date of report: 20 May 2022

[Broads Plan](#) strategic actions: 2.1; 2.3; 3.1; 3.2; 4.2; 6.1

Appendix 1 – Final annual dredging figures 2021-22 (April 2021 to end March 2022)

Appendix 2 – Final percentage of operational staff time spent on navigation work types (year April 2021 - March 2022)

Appendix 3 - Annual dredging plan 2022-23

Appendix 1 – Final annual dredging figures 2021-22 (April 2021 to end March 2022)

Project title	Active Broad Authority dredging weeks completed/ planned	Planned volume removed m ³	Actual volume removed m ³	Planned annual project cost ¹	Actual project cost
River Waveney Beccles to Geldeston (June-Sept)	14/17	6,000	7,060	121,260	92,060
River Waveney Oulton Broad to Peto's Marsh (May-Aug)	18/13	6,000	10,010	119,230	149,440
River Thurne Martham to Somerton, sediment to Hickling/Martham (Sept-Jan)	7/13	3,490	3,670	85,480	60,190
Heigham Sound to Chara Bay, Hickling (Sept-Dec)	17/0	0	8,260	0	CANAPE project costs
River Chet Loddon to Hardley Flood bank (Nov-Feb)	15/15	8,000	4,950	112,360	77,220
Site Restoration Waveney - Beccles, Rockland Short Dyke, Bure - Six Mile House	-	-	-	19,340	19,070
Total	71/58	23,490	33,950	457,670	397,980

¹ project costs include staff time for all elements (pre-works ecological mitigation, site set-up, active dredging & site restoration); BA plant; & budgetary expenditure (equipment hire, survey costs, contractor costs, mitigation works, materials & consumables etc); within the reporting period.

Appendix 2 – Final percentage of operational staff time spent on navigation work types (year April 2021 - March 2022)

Navigation work type	Staff days planned - Days	Staff days planned - % of annual total	Staff days worked - Days	Staff days worked - % of annual total
Dredging	1,843	60.5%	1,718	61.5%
Mooring maintenance & repairs	626	20.6%	542	20%
Riverside tree management	180	5.9%	152	5%
Water plant cutting	230	7.6%	198	7%
Other navigation works	165	5.4%	182	6.5%
Total	3044	100	2792	100

Appendix 3 – Annual dredging plan 2022-23

Project title	Active Broads Authority dredging weeks completed/ planned	Planned volume removal m³	Planned annual project cost ²
River Waveney Dredging at Oulton Broad to Peto's Marsh (May-Sept)	0/21	10,000	50,780
River Ant Dredging at Sutton Broad (May-Sept)	0/20	12,000	120,090
River Bure Dredging from Wroxham Viaduct to Belaugh (Oct-Mar)	0/26	12,000	162,960
River Bure Plough dredging Lower Bure (Gt Yarmouth, Tar Works Road to Vauxhall Bridge)	Contractor	1,000	5,000
Site Restoration Beccles, Raveningham, Hardley Flood	-	-	13,020
Total	0/67	35,000	351,850

1 project costs include staff time for all elements (pre-works ecological mitigation, site set-up, active dredging & site restoration); BA plant; & budgetary expenditure (equipment hire, survey costs, contractor costs, mitigation works, materials & consumables etc); within the reporting period.

Navigation Committee

09 June 2022

Agenda item number 9

Annual income and expenditure 2021/22

Report by Director of Finance

Purpose

To inform the Committee of the summary of the Authority's income and expenditure for the 2021/22 financial year, analysed between General (National Park) and Navigation funds.

Original and Latest Available Budget information is provided for comparison.

1. Introduction

- 1.1. The Broads Act 2009 requires the Authority to prepare a report as soon as reasonable possible after the end of each financial year describing the navigation income received by it and the navigation expenditure incurred by it in that year.

2. Actual income and expenditure 2021/22

- 2.1. The tables in Appendix 1 sets out the Authority's income and expenditure attributed to General (National Park Grant) and Navigation funds for the financial year ended 31 March 2022. To the extent that they are included within the Authority's Statement of Accounts, these figures are subject to audit and formal approval by the Authority's external auditors. For comparative purposes, the Original and Latest Available Budget (LAB) figures are also shown. This information is published on the Authority's website.
- 2.2. The actual outturn for 2021/22 was a deficit of £41,077 for Navigation compared with a budgeted LAB deficit for the year of £299,466. The original budget was for a deficit of £221,915. The final forecast outturn was a deficit of £174,708.

- 2.3. Total core income for the year was £3,708,458, which was £204,808 above budget, principally due to the favourable variances of £66,763 and £130,865 within Hire and Private Craft, where hire boat numbers did not decrease as much as predicted. There continued to be smaller favourable variances within Short Visit and Other Toll income budget lines. The impact of the economy also affected the interest budget line, with interest rates falling, but then rising towards the end of the financial year.
- 2.4. Other income performed better than budget predictions. This was predominantly due to reimbursement for hosting Kick-starters and increased recovery of legal fees following prosecutions.
- 2.5. Total net navigation expenditure in 2021/22 was £3,749,536, which was £53,580 below the budget. This was partly achieved by the pay increase implemented in March being 1.75% instead of the 2% budgeted and the delay in works at Commissioners Cut.

3. Earmarked reserves

- 3.1. The earmarked reserves have funded the following expenditure:
- Property Reserve includes the purchase of Berney Mill moorings 2 (£20,120), the Mutford Lock 3D inspection survey (£4,258), the expenditure has been offset by the annual contributions to the reserves (£25,000), half of the underspend in the Moorings budget (£75,000) and the rental income from land at Oulton Broad (£2,000).
 - Plant, Vessels and Equipment Reserve includes replacement cost of two vehicles (£28,000), a towed boat trailer and aquatic habitat echosounder system (£26,429). It also includes the proceeds from the sale of the smart cars and the disposal of old dockyard equipment (£9,132). The expenditure has been offset by the annual contributions to the reserves (£135,050) and the underspend in the launch budget (£12,913).
 - Premises Reserve includes the annual contributions to the reserves (£35,000).
 - CANAPE Reserve has funded the project expenditure less the grant reimbursement.

- Computer Software includes the annual contribution (£3,300) and the contribution towards the new tolls system (£88,000).

3.2. After the year end transfer of interest, the closing position on the earmarked reserves is as follows:

Table 1

Navigation earmarked reserves

Reserve name	Balance at 1 April 2021 £	In-year movements £	Current reserve balance £
Property	(397,658)	(78,799)	(476,457)
Plant, Vessels and Equipment	(259,014)	(103,562)	(362,576)
Premises	(89,781)	(35,996)	(125,777)
CANAPE	(195,661)	(42,706)	(238,367)
Computer Software	(10,232)	(91,551)	(101,783)
Total	(952,346)	(352,614)	(1,304,960)

4. Summary

- 4.1. The total Navigation deficit for 2021/22 was lower than the budgeted and the forecast deficit. The main reason for the variance between the forecast and actual position was the increased income set out in paragraph 2.3 and a reduction in expenditure, as set out in paragraph 2.5. As a consequence of the delayed works at Commissioners Cut this resulted in a carry forward request being agreed by the Authority on 13 May 2022 for £75,000 of expenditure to be added to the 2022/23 budget.
- 4.2. The increased popularity of a “staycation” during 2021/22 has seen the Authority’s income exceed expectations. This has enabled the Authority to make a contribution towards the new tolls systems and reduce the overall deficit that has been balanced through the use of reserves. The transfer of £250,000 between the National Park and Navigation reserve in 2020/21 means the balance on the navigation reserve at the end of 2021/22 is £849,911, this is above the minimum 10% at 21.8%. However, it should be noted that once the £50,000 per annum transfer back to National Park, starts in

Navigation Committee, 09 June 2022, agenda item number 9

2022/23, alongside the planned expenditure in the Financial Strategy, this will reduce the reserve down to 14.8%. This will be refined later on this year when the level of tolls for 2023/24 is considered.

Author: Emma Krelle

Date of report: 18 May 2022

Appendix 1 – General and Navigation income and expenditure 2021/22

Navigation Committee, 09 June 2022, agenda item number 9

Appendix 1 – General and Navigation income and expenditure 2021/22

The Broads Authority Act 2009 requires the Authority to prepare a report as soon as reasonably possible after the end of each financial year describing the navigation income received by it and the navigation expenditure incurred by it in that year. The table below sets out the Authority's income and expenditure attributed to general (National Park Grant) and navigation funds for the financial year ended 31 March 2022. These figures are derived from the annual Statement of Accounts which is subject to audit and formal approval by the Authority's external auditors, Ernst & Young. For comparative purposes, the final approved budget figures are also shown.

Further details are available on request from the Director of Finance, Yare House, 62-64 Thorpe Road, Norwich NR1 1RY or by email from emma.krelle@broads-authority.gov.uk.

The Draft Statement of Accounts for 2021/22 are due to be audited 17 October to 11 November 2022 with the Final Statement of Accounts due to be considered by the Authority on 18 November 2022.

Table 1

Income

Income Type	Original Budget General £	Original Budget Navigation £	Original Budget Consolidated £	Latest Available Budget General £	Latest Available Budget Navigation £	Latest Available Budget Consolidated £	Actual Income General £	Actual Income Navigation £	Actual Income Consolidated £
National Park Grant	(3,414,078)	0	(3,414,078)	(3,414,078)	0	(3,414,078)	(3,414,078)	0	(3,414,078)
Hire Craft Tolls	0	(1,131,000)	(1,131,000)	0	(1,131,000)	(1,131,000)	0	(1,197,763)	(1,197,763)
Private Craft Tolls	0	(2,303,000)	(2,303,000)	0	(2,303,000)	(2,303,000)	0	(2,433,865)	(2,433,865)
Short Visit Tolls	0	(45,000)	(45,000)	0	(45,000)	(45,000)	0	(48,348)	(48,348)
Other Toll income	0	(17,900)	(17,900)	0	(17,900)	(17,900)	0	(22,721)	(22,721)
Interest received	(6,750)	(6,750)	(13,500)	(6,750)	(6,750)	(13,500)	(5,761)	(5,761)	(11,522)
Total Income	(3,420,828)	(3,503,650)	(6,924,478)	(3,420,828)	(3,503,650)	(6,924,478)	(3,419,839)	(3,708,458)	(7,128,297)

Table 2

Operations

Expenditure Type	Original Budget General £	Original Budget Navigation £	Original Budget Consolidated £	Latest Available Budget General £	Latest Available Budget Navigation £	Latest Available Budget Consolidated £	Actual Expenditure General £	Actual Expenditure Navigation £	Actual Expenditure Consolidated £
Construction & Maintenance Salaries	496,414	834,956	1,331,370	496,414	834,956	1,331,370	491,225	822,859	1,314,084
Equipment, Vehicles & Vessels	161,130	375,970	537,100	161,130	375,970	537,100	129,736	302,718	432,454
Water Management	3,500	95,135	98,635	3,500	95,135	98,635	3,098	91,205	94,303
Land Management	57,750	0	57,750	65,635	0	65,635	73,917	0	73,917

Expenditure Type	Original Budget General £	Original Budget Navigation £	Original Budget Consolidated £	Latest Available Budget General £	Latest Available Budget Navigation £	Latest Available Budget Consolidated £	Actual Expenditure General £	Actual Expenditure Navigation £	Actual Expenditure Consolidated £
Practical Maintenance	85,550	405,836	491,386	85,550	483,336	568,886	87,598	394,511	482,109
Waterways & Recreation Strategy	19,290	28,290	47,580	19,290	28,290	47,580	19,832	25,776	45,608
Rangers Salaries	252,087	588,203	840,290	252,087	588,203	840,290	242,513	565,863	808,376
Ranger Services	23,895	256,245	280,140	23,895	256,245	280,140	22,978	148,489	171,467
Safety	55,407	93,113	148,520	55,407	93,113	148,520	46,259	94,260	140,519
Project Funding	61,011	1,089	62,100	61,011	1,089	62,100	61,650	1,092	62,742
Operational Premises	97,748	128,912	226,660	97,748	128,912	226,660	92,500	117,814	210,314
Premises Head Office	183,805	75,075	258,880	183,805	75,075	258,880	193,504	79,037	272,541
Management & Admin	92,118	45,372	137,490	92,118	45,372	137,490	96,638	47,598	144,236
Operations Income	(91,266)	(27,540)	(118,806)	(91,266)	(27,540)	(118,806)	(122,155)	(33,805)	(155,960)
Total Operations	1,498,439	2,900,656	4,399,095	1,506,324	2,978,156	4,484,480	1,439,293	2,657,417	4,096,710

Table 3

Strategic Services

Expenditure Type	Original Budget General £	Original Budget Navigation £	Original Budget Consolidated £	Latest Available Budget General £	Latest Available Budget Navigation £	Latest Available Budget Consolidated £	Actual Expenditure General £	Actual Expenditure Navigation £	Actual Expenditure Consolidated £
Development Management	468,539	4,361	472,900	468,539	4,361	472,900	484,126	4,358	488,484
Strategy & Projects Salaries	142,320	8,800	151,120	142,320	8,800	151,120	138,125	9,225	147,350
Biodiversity Strategy	22,923	0	22,923	11,270	0	11,270	27,029	0	27,029
Strategy & Projects	70,130	45	70,175	70,130	45	70,175	372,981	(517)	372,464
Human Resources	82,431	57,283	139,714	87,240	60,624	147,864	126,884	103,709	230,593
Volunteers	44,514	29,676	74,190	44,514	29,676	74,190	37,378	24,919	62,297

Expenditure Type	Original Budget General £	Original Budget Navigation £	Original Budget Consolidated £	Latest Available Budget General £	Latest Available Budget Navigation £	Latest Available Budget Consolidated £	Actual Expenditure General £	Actual Expenditure Navigation £	Actual Expenditure Consolidated £
Communications	362,697	80,430	443,127	254,532	80,430	334,962	449,964	78,816	528,780
Visitor Centres & Yacht Stations	286,418	159,713	446,131	286,418	159,713	446,131	286,349	154,621	440,970
Management & Admin	79,247	33,963	113,210	79,247	33,963	113,210	80,282	34,406	114,688
Strategic Services Income	(353,325)	(69,450)	(422,775)	(226,650)	(69,450)	(296,100)	(801,567)	(92,742)	(894,309)
Total Strategic Services	1,205,894	304,821	1,510,714	1,217,560	308,162	1,525,722	1,201,551	316,795	1,518,346

Table 4

Finance and Support Services

Expenditure Type	Original Budget General £	Original Budget Navigation £	Original Budget Consolidated £	Latest Available Budget General £	Latest Available Budget Navigation £	Latest Available Budget Consolidated £	Actual Expenditure General £	Actual Expenditure Navigation £	Actual Expenditure Consolidated £
Legal	45,000	35,000	80,000	45,000	35,000	80,000	67,629	38,107	105,736
Governance	169,711	82,139	251,850	169,711	82,139	251,850	155,677	75,326	231,003
Finance & Insurance	218,590	191,521	410,111	214,880	188,231	403,111	207,900	185,891	393,791
Collection of Tolls	0	152,530	152,530	0	152,530	152,530	0	239,033	239,033
ICT	294,103	144,857	438,960	294,103	144,857	438,960	266,890	131,453	398,343
Asset Management	86,731	83,302	170,033	86,731	83,302	170,033	79,061	87,657	166,718
Chief Executive	74,375	48,705	123,080	74,375	48,705	123,080	73,204	47,936	121,140
Finance & Support Services Income	(21,000)	(4,500)	(25,500)	(21,000)	(4,500)	(25,500)	(22,336)	(14,067)	(36,403)
Total Finance and Support Services	867,510	733,554	1,601,064	863,800	730,264	1,594,064	828,025	791,336	1,619,361

Table 5

Projects and Corporate items

Expenditure Type	Original Budget General £	Original Budget Navigation £	Original Budget Consolidated £	Latest Available Budget General £	Latest Available Budget Navigation £	Latest Available Budget Consolidated £	Actual Expenditure General £	Actual Expenditure Navigation £	Actual Expenditure Consolidated £
Heritage Lottery Fund	46,633	0	46,633	46,633	0	46,633	23,015	0	23,015
CANAPE	(23,684)	(23,684)	(47,368)	(23,684)	(23,684)	(47,368)	(42,117)	(42,117)	(84,234)
Pension Lump Sum Payments	73,800	49,200	123,000	73,800	49,200	123,000	73,800	49,200	123,000
Apprenticeship Levy	17,640	1,760	19,400	17,640	1,760	19,400	10,165	1,776	11,941
WRE	0	0	0	0	0	0	7,500	0	7,500
Total Projects and Corporate Items	114,389	27,276	141,665	114,389	27,276	141,665	72,363	8,859	81,222

Table 6

Contributions from earmarked reserves

Expenditure Type	Original Budget General £	Original Budget Navigation £	Original Budget Consolidated £	Latest Available Budget General £	Latest Available Budget Navigation £	Latest Available Budget Consolidated £	Actual Expenditure General £	Actual Expenditure Navigation £	Actual Expenditure Consolidated £
Property	0	(8,000)	(8,000)	0	(8,000)	(8,000)	0	(22,377)	(22,377)
Plant, Vessels & Equipment	(72,575)	(228,425)	(301,000)	(72,575)	(228,425)	(301,000)	(17,563)	(45,297)	(62,860)
Premises	(27,000)	(28,000)	(55,000)	(27,000)	(28,000)	(55,000)	294	686	980
Planning Delivery Grant	0	0	0	0	0	0	10,047	0	10,047
Section 106 Agreements	0	0	0	0	0	0	(33,741)	0	(33,741)
Heritage Lottery Fund	(46,633)	0	(46,633)	(46,633)	0	(46,633)	(23,015)	0	(23,015)
Upper Thurne	0	0	0	0	0	0	932	0	932
Catchment Partnership	(38,950)	0	(38,950)	(38,950)	0	(38,950)	(7,420)	0	(7,420)
CANAPE	23,684	23,684	47,368	23,684	23,684	47,368	42,117	42,117	84,234

Expenditure Type	Original Budget General £	Original Budget Navigation £	Original Budget Consolidated £	Latest Available Budget General £	Latest Available Budget Navigation £	Latest Available Budget Consolidated £	Actual Expenditure General £	Actual Expenditure Navigation £	Actual Expenditure Consolidated £
Computer Software	0	0	0	0	0	0		0	0
UK NP Communications Team	3,995	0	3,995	3,995	0	3,995	(9,408)	0	(9,408)
Total Contributions from reserves	(157,479)	(240,741)	(398,220)	(157,479)	(240,741)	(398,220)	(37,757)	(24,871)	(62,628)

Table 7

Net (Surplus) / Deficit

(Surplus)/Deficit	Original Budget General £	Original Budget Navigation £	Original Budget Consolidated £	Latest Available Budget General £	Latest Available Budget Navigation £	Latest Available Budget Consolidated £	Actual Deficit General £	Actual Deficit Navigation £	Actual Deficit Consolidated £
Grand Total	107,925	221,915	329,840	123,766	299,466	423,232	83,635	41,077	124,713

Navigation Committee

09 June 2022

Agenda item number 10

Draft Broads Plan 2022-27: Consultation

Report by Strategy and Projects Officer

Purpose

The draft Broads Plan 2022-27 and accompanying Sustainability Appraisal (SA) and Habitats Regulations Assessment (HRA) are currently out to public consultation until 15 July 2022.

Navigation Committee members have already contributed to the preparation of the emerging draft Plan through two member workshops, and this agenda item presents a further opportunity to comment on the consultation documents.

1. Introduction

- 1.1. The Broads Plan is the key strategic management plan for the Broads. It sets out a long-vision for the area and strategic objectives to benefit the area's natural and built environment, navigation, cultural heritage, visitors and local communities.
- 1.2. It is important to remember that Broads Plan is a plan for the Broads, not just for the Broads Authority. As such, while the Authority is responsible for its production, its successful implementation depends on agreed aims, a commitment to partnership working, and the best use of shared resources.
- 1.3. The Broads Act 1988 requires the Authority to review the Broads Plan at least every five years. The current Plan adopted in 2017 has been reviewed and a draft Plan covering the period 2022-27 has been published for consultation. The review has taken account of new circumstances, including priorities identified in the Landscapes Review and 25-year Environment Plan, particularly for nature recovery, climate change adaptation and improving public access; the roll-out of post-Brexit legislation; the state of the economy; and the ongoing impacts of the Covid-19 pandemic.

2. Preparation of draft plan

- 2.1. Broads Plan review workshops were held with members and co-opted members in September 2021 and January 2022. Officers have also discussed relevant sections of the emerging draft plan with partner organisations throughout the review process.

- 2.2. The focus of the draft Broads Plan 2022-27 (Appendix 1) is in Section 3, which sets out strategic objectives and key actions under six themes:
- Responding to climate change and flood risk
 - Improving landscapes for biodiversity and agriculture
 - Maintaining and enhancing the navigation
 - Protecting landscape character and the historic environment
 - Promoting understanding and enjoyment
 - Connecting and inspiring communities
- 2.3. The Broads Plan is not intended to be a comprehensive list of all the work that may be undertaken in the Broads. Rather, it is a high-level strategy to guide the direction for the more detailed plans and programmes that will implement the Plan's objectives.
- 2.4. This is a five-year plan in line with the review cycle, but it will be monitored and may be refreshed as necessary to address changing circumstances. The adopted plan will be published primarily in a digital format on the Authority's website, alongside progress reporting on its implementation.

3. Plan assessment

- 3.1. The draft Broads Plan was subject to Sustainability Appraisal (incorporating Strategic Environmental Assessment) (SA) and to Habitats Regulations Assessment (HRA).
- 3.2. The SA (Appendix 2) concluded that the majority of the strategic objectives in the draft Plan show either a positive or neutral impact on the Sustainability Objectives in the SA Framework. A small number show uncertain impacts, depending on the implementation of the objective, and none show a negative impact.
- 3.3. The HRA (Appendix 3) concluded that the draft Plan would have no adverse impact on site integrity at any Habitats Sites, either alone or in combination.

4. Consultation

- 4.1. The draft documents are out to consultation until 15 July. The Navigation Committee is invited to comment at today's meeting, and members may also submit comments by email to broadsplan@broads-authority.gov.uk.
- 4.2. Following the close of this consultation, officers will assess the responses and aim to prepare a final Broads Plan 2022-27 for consideration by the Broads Authority in September, with a recommendation that the Plan be adopted.

Author: Maria Conti

Date of report: 24 May 2022

The following appendices are available to view on the [Broads Authority website](#):

Appendix 1 – Draft Broads Plan 2022-27

Appendix 2 – SA for draft Broads Plan 2022-27

Appendix 3 – HRA for draft Broads Plan 2022-27

Navigation Committee

09 June 2022

Agenda item number 11

Issues and Options

Report by Planning Policy Officer

Purpose

The draft Issues and Options version of the Local Plan is soon to be consulted on. Navigation Committee Members are asked for their comments.

1. Introduction

- 1.1. The current Broads Local Plan was adopted in 2019. The Authority committed to reviewing it 18 months after adoption. The Issues and Options version of the Local Plan is the first consultation stage. It sets out some issues and discusses some options and asks some questions. This version of the Local Plan does not include policies; the next version (Preferred Options) will. For now, the current policies remain in place.
- 1.2. Members will see that some sections of the document are yet to be completed – namely those relating to design, housing need, gypsy and traveller need and residential moorings need. It is intended that these will be completed and discussed at the June Planning Committee. The final Issues and Options (and Sustainability Appraisal and Habitats Regulation Assessment) will then be presented to Planning Committee and Broads Authority meetings before a ten-week consultation.
- 1.3. The entire Issues and Options document (other than those sections discussed in para 1.2) is before Navigation Committee. The particularly relevant section is entitled “Quay heading in front of quay heading”, though other sections are likely to be of interest, particularly the SWOT analysis and background sections.
- 1.4. It is important to note that just because some issues are not included in the document, this does not mean that topic area will not be addressed. Indeed, it is intended that most of the current policies will be reviewed, updated or amended and included in the next version of the Local Plan. The Issues and Options discusses new issues or topic areas or new or different approaches. In terms of navigation, there is one specific section included in the Issues and Options (quay heading), but there are many navigation related policies in the current Local Plan that will be checked and rolled forward, with amendments as required. We will bring the Preferred Options to Navigation Committee in due course.

1.5. Navigation Committee Members are asked for comments and thoughts on the Issues and Options document.

Author: Natalie Beal

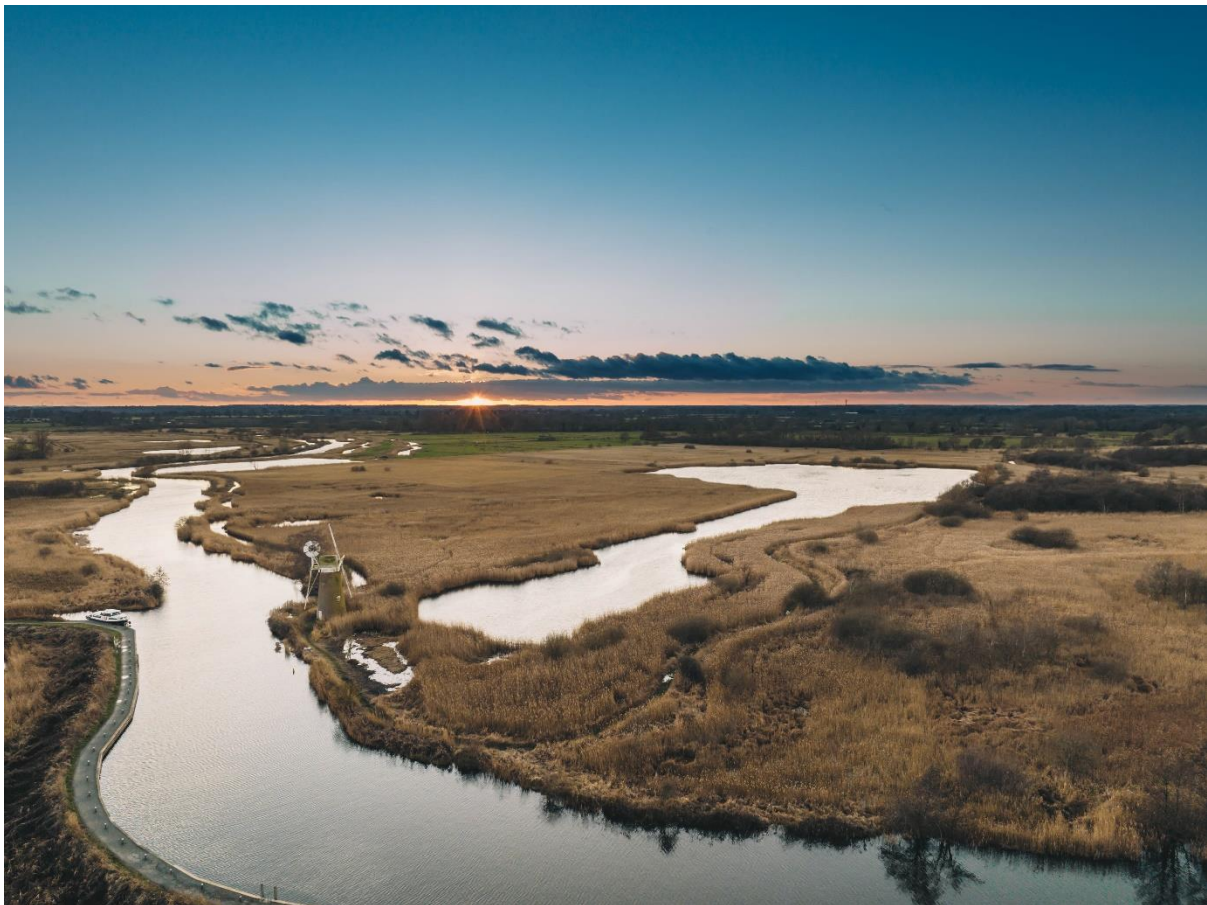
Date of report: 30 May 2022

Appendix 1 – Issues and Options document for Navigation Committee June 2022

Appendix 1: The Local Plan for the Broads- review

Issues and Options Consultation

DRAFT FOR NAVIGATION COMMITTEE JUNE 2022



Xxxxx 2021

Broads Authority
Yare House
62-64 Thorpe Road
Norwich NR1 1RY

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Cover photo – Tom Barrett - Sunset over the Ant Valley.

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.

2. About this consultation

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 email in. 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.

This consultation document and consultation process have been developed to adhere to the Broads Authority's Statement of Community Involvement¹. We have updated our Statement

¹ Current Statement of Community Involvement is here https://www.broads-authority.gov.uk/data/assets/pdf_file/0024/209337/Final_adopted_SCI_formatted_July_2020.pdf

of Community Involvement. The main changes to how we intend to consult on this document are as follows:

- If you wish to discuss the document, you can call on 01603 610734 and ask to speak to Natalie Beal. You can also contact Natalie Beal to request a video conference appointment to talk about the document.
- We will place hard copies in libraries.
- No hard copies will be in Yare House as it is not open to the public currently.
- If you wish to have a hard copy, we can send this to you. This will initially be for free, but if we get many requests, we may have to consider charging for postage and printing. Please contact the number above to ask to speak to Natalie Beal to request a hard copy.

The consultation on this document is for **8 weeks from xxx to xxxx**. We will then read each of the comments received and respond. We may make changes if we agree with you. If we do not make changes we will set out why.

Please email us your comments: planningpolicy@broads-authority.gov.uk.

Xxxxxx any events xxxxxxxx

Information provided by you in response to this consultation, including personal data, may be published or disclosed in accordance with the access to information regimes (these are primarily the Freedom of Information Act 2000 (FOIA), the Data Protection Act 2018 (DPA), and the Environmental Information Regulations 2004). Please see [Appendix A](#) for the Privacy Notice. We will make your name and organisation public alongside your comment.

Are you satisfied that this consultation has followed the Consultation Principles? If not, or you have any other observations about how we can improve the process, please contact us at planningpolicy@broads-authority.gov.uk.

3. 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 \(www.gov.uk\)](https://www.gov.uk/government/publications/national-planning-policy-guidance).

4. 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.

5. 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 their place. This was proposed in the 2020 Planning White Paper and further discussed in [Nature Recovery Green Paper: Protected Sites and Species](#). 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>.

DRAFT

6. Policy Context

6.1 National Planning Policy Framework (NPPF) (2021)

The [National Planning Policy Framework](#) sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans for housing and other development can be produced.

The NPPF is a comprehensive document which covers a range of issues. The key ones for the purposes of this report setting out the broad context of plan making are as set out below.

Paragraph 11 sets out the presumption in favour of sustainable development:

11. Plans and decisions should apply a presumption in favour of sustainable development. For plan-making this means that:

a) all plans should promote a sustainable pattern of development that seeks to: meet the development needs of their area; align growth and infrastructure; improve the environment; mitigate climate change (including by making effective use of land in urban areas) and adapt to its effects;

b) strategic policies should, as a minimum, provide for objectively assessed needs for housing and other uses, as well as any needs that cannot be met within neighbouring areas⁶, unless:

i. the application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for restricting the overall scale, type or distribution of development in the plan area⁷; or

ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

There are two footnotes which need to be read with paragraph 11.

Footnotes:

⁶ As established through statements of common ground (see paragraph 27).

⁷ The policies referred to are those in this Framework (rather than those in development plans) relating to: habitats sites (and those sites listed in paragraph 180) and/or designated as Sites of Special Scientific Interest; land designated as Green Belt, Local Green Space, an Area of Outstanding Natural Beauty, a National Park (or within the Broads Authority) or defined as Heritage Coast; irreplaceable habitats; designated heritage assets (and other heritage assets of archaeological interest referred to in footnote 67); and areas at risk of flooding or coastal change.

Paragraph 176 is contained within the section on conserving and enhancing the natural environment in the NPPF. It states:

176. Great weight should be given to conserving and enhancing landscape and scenic beauty in National Parks, the Broads and Areas of Outstanding Natural Beauty which have the highest status of protection in relation to these issues. The conservation and enhancement of wildlife and cultural heritage are also important considerations in these areas, and should be given great weight in National Parks and the Broads⁵⁹. The scale and extent of development within all these designated areas should be limited, while development within their setting should be sensitively located and designed to avoid or minimise adverse impacts on the designated areas.

Guidance and background on the National Parks and Broads is provided in a Circular and attention is drawn to this in Footnote 59:

Footnote:

⁵⁹ English National Parks and the Broads: UK Government Vision and Circular 2010 provides further guidance and information about their statutory purposes, management and other matters.

Paragraph 177 goes on to say:

177. When considering applications for development within National Parks, the Broads and Areas of Outstanding Natural Beauty, permission should be refused for major development⁶⁰ other than in exceptional circumstances, and where it can be demonstrated that the development is in the public interest. Consideration of such applications should include an assessment of:

- a) the need for the development, including in terms of any national considerations, and the impact of permitting it, or refusing it, upon the local economy;
- b) the cost of, and scope for, developing outside the designated area, or meeting the need for it in some other way; and
- c) any detrimental effect on the environment, the landscape and recreational opportunities, and the extent to which that could be moderated.

It is worth noting that ‘major development’ is not defined and footnote 60 makes it clear that this determination is a matter for the LPA:

Footnote:

⁶⁰ For the purposes of paragraphs 176 and 177, whether a proposal is ‘major development’ is a matter for the decision maker, taking into account its nature, scale and setting, and whether it could have a significant adverse impact on the purposes for which the area has been designated or defined.

These are the main sections of the NPPF which set out the national policy context relevant to the preparation of the Local Plan.

6.2 National Planning Policy Guidance (NPPG) (ongoing)

This [guidance](#) is intended to assist practitioners. Ultimately the interpretation of legislation is for the Courts but this guidance is an indication of the Secretary of State’s views. Planning practice guidance will be updated as needed. The guidance covers the following topics (as at April 2022).

- Advertisements
- Air quality
- Appeals
- Appropriate assessment
- Before submitting an application
- Brownfield land registers
- Build to rent
- Climate change
- Community Infrastructure Levy
- Consultation and pre-decision matters
- Crown development
- Design: process and tools
- Determining a planning application
- Effective use of land
- Enforcement and post-permission matters
- Environmental Impact Assessment
- Fees for planning applications
- Fire safety and high-rise residential buildings (from 1 August 2021)
- First Homes
- Flexible options for planning permissions
- Flood risk and coastal change
- Green Belt
- Hazardous substances
- Healthy and safe communities
- Historic environment
- Housing and economic land availability assessment
- Housing and economic needs assessment
- Housing needs of different groups
- Housing for older and disabled people
- Housing: optional technical standards
- Housing supply and delivery
- Land affected by contamination
- Land stability
- Lawful development certificates
- Light pollution
- Making an application
- Minerals
- Natural environment
- Neighbourhood planning
- Noise
- Open space, sports and recreation facilities, public rights of way and local green space
- Permission in principle
- Plan-making
- Planning obligations
- Renewable and low carbon energy
- Rural housing
- Self-build and custom housebuilding
- Strategic environmental assessment and sustainability appraisal
- Town centres and retail
- Transport evidence bases in plan making and decision taking
- Travel Plans, Transport Assessments and Statements
- Tree Preservation Orders and trees in conservation areas
- Use of planning conditions
- Viability
- Waste
- Water supply, wastewater and water quality
- When is permission required?

6.3 UK Marine Policy Statement (2011)

[Marine Policy Statement](#) (MPS) is the framework for preparing Marine Plans and taking decisions affecting the marine environment. The Marine and Coastal Access Act 2009 requires all public authorities taking authorisation or enforcement decisions that affect or might affect the UK marine area to do so in accordance with the MPS unless relevant considerations indicate otherwise.

6.4 East Inshore and Offshore Marine Plans (2014)

<https://www.gov.uk/government/publications/east-inshore-and-east-offshore-marine-plans>.

The East Inshore Marine Plan area includes the coastline stretching from Flamborough Head to Felixstowe, extending from mean high water out to 12 nautical miles, including inland areas such as the Broads and other waters subject to tidal influence, and covers an area of 6,000 square kilometres. The East Offshore Marine Plan area covers the marine area from 12 nautical miles out to the maritime borders with the Netherlands, Belgium and France, a total of approximately 49,000 square kilometres of sea.

Vision for East Marine Plan Areas in 2034: by 2034 sustainable, effective and efficient use of the East Inshore and East Offshore Marine Plan Areas has been achieved, leading to economic development while protecting and enhancing the marine and coastal environment, offering local communities new jobs, improved health and wellbeing. As a result of an integrated approach that respects other sectors and interests, the East Marine Plan areas are providing a significant contribution, particularly through offshore wind, to the energy generated in the United Kingdom and to targets on climate change.

6.5 National Parks Circular (2010)

Whilst the National Parks and the Broads are established under two separate Acts of Parliament, the similarities between them are such that this [circular](#) has been produced to apply equally to them all. It sets out in relation to the Parks:

- a vision for the English National Parks and the Broads for 2030;
- the key outcomes the Government is seeking over the next five years to ensure early progress towards the vision and suggested actions for achieving those outcomes;
- the key statutory duties of the National Park Authorities ('NPAs') and the Broads Authority (together 'the Authorities') and how they should be taken forward;
- policy on governance of the Authorities;
- the contributions needed from others.

Vision for the English National Parks and the Broads:

By 2030 English National Parks and the Broads will be places where:

- There are thriving, living, working landscapes notable for their natural beauty and cultural heritage. They inspire visitors and local communities to live within environmental limits and to tackle climate change. The wide-range of services they provide (from clean water to sustainable food) are in good condition and valued by society.
- Sustainable development can be seen in action. The communities of the Parks take an active part in decisions about their future. They are known for having been pivotal in the transformation to a low carbon society and sustainable living. Renewable energy, sustainable agriculture, low carbon transport and travel and healthy, prosperous communities have long been the norm.
- Wildlife flourishes and habitats are maintained, restored and expanded and linked effectively to other ecological networks. Woodland cover has increased and all woodlands are sustainably managed, with the right trees in the right places. Landscapes and habitats are managed to create resilience and enable adaptation.

- Everyone can discover the rich variety of England’s natural and historic environment, and have the chance to value them as places for escape, adventure, enjoyment, inspiration and reflection, and a source of national pride and identity. They will be recognised as fundamental to our prosperity and wellbeing.

6.6 The Broads Plan 2017

The [Broads Plan](#) is the key strategic management plan for the Broads. It sets out a vision, aims and objectives for the Broads and coordinates and integrates a wide range of strategies, plans and policies relevant to the area with the purposes and duties set out in the Broads Acts.

Three fundamental principles help guide the development and implementation of the Broads Plan. The first is based on the definition of the Precautionary Approach in the Rio Declaration on Environment and Development, 1992. The second recognises the need for integrated, long-term management, and the third underlines the importance of informed partnership working.

Principle 1

Where there are likely threats of serious or irreversible damage to the environment, as a precaution, cost effective measures are taken to prevent environmental degradation in the absence of full scientific certainty of the outcome of such threats. Such precautionary action is based on assessment of the costs and benefits of action, taking into account both the proportionality between the costs and benefits and the degree of certainty in their calculation, and transparency in decision making. Gaps in knowledge are addressed by research and, where feasible, precautionary measures taken while such knowledge is outstanding.

Principle 2

We seek to understand and respect the complexity and biological limits of our ecosystems, and conserve their structures to maintain their health and productivity. Management is at a local scale, while recognizing the direct or indirect effects on wider, interconnected ecosystems and the public goods and services they provide. We manage for long-term, multiple benefits, not just for short-term or single interest gains.

Principle 3

We plan and work in partnership to make the best use of shared knowledge and resources and to avoid duplication of effort. People are involved from an early stage, and throughout, in decisions that may interest or affect them. Decisions are supported with robust evidence, including scientific and local knowledge, innovation and best practice.

The Broads Authority is required to review the Broads Plan at least every five years. The current Broads Plan (2017) will be updated at the same time as the Broads Local Plan review.

6.7 Current Broads Planning Policy Documents

- [Local Plan for the Broads Authority](#) – adopted in 2019.
- [Flood Risk SPD](#) – adopted in 2020 and elaborates on flood risk policies

- [Topic based guides](#) – various topic-based guides that help to implement policies of the Local Plan.

6.8 Neighbouring Local Planning Authorities' Planning Policy Documents

The Broads Authority is the Local Planning Authority for the Broads Executive Area. Parts of the Broads area cover Norwich City, Broadland, South Norfolk, North Norfolk, Great Yarmouth Borough and East Suffolk District Council areas. These districts are the Local Planning Authorities for the remainder of their areas. The Broads are in Norfolk and Suffolk and the County Councils have produced minerals and waste planning policy documents.

As the Broads Local Plan is developed, it is important to be aware of the proposals and policies of the districts and counties.

6.9 Norfolk Strategic Planning Framework (NSPF) (2021)

Norfolk Local Planning Authorities have produced a [Norfolk Strategic Planning Framework](#) (NSPF) to ensure that planning is undertaken strategically and the requirements of the Duty to Cooperate are met. The NSPF also meets the requirement to produce a Statement of Common Ground. All Local Planning Authorities in Norfolk have worked together to produce this work. The Framework identifies cross boundary and strategic issues and seeks ways to recommend to the Authorities on how to address these issues in a coordinated manner.

6.10 Neighbourhood Plans

At the time of writing, the following Neighbourhood Plans were adopted or in preparation (as at April 2022):

Adopted Neighbourhood Plans

- | | |
|---|------------------------------------|
| • Acle | • Salhouse |
| • Beccles | • Strumpshaw |
| • Brundall | • Winterton on Sea |
| • Rollesby Neighbourhood Plan | • Wroxham |

Neighbourhood Plans in progress

- | | |
|--|--|
| • Barnby | • Mettingham, Barsham and Shipmeadow and Ringsfield and Weston |
| • Bungay | • Oulton |
| • Carlton Colville | • Oulton Broad |
| • Fleggburgh | • Reedham |
| • Hemsby | • Stalham |
| • Horstead with Stanninghall | • Thorpe St Andrew |
| • Loddon and Chedgrave | • Trowse with Newton |
| • Lound with Ashby, Herringfleet and Somerleyton | • Worlingham |

6.11 Biodiversity Net Gain (BNG)

The BNG requirement was introduced in the [Environment Act](#), which was passed November 2021, and is set to become mandatory in November 2023. This is a requirement that is set nationally.

It will require developers to demonstrate how they will bring about a minimum 10% increase in biodiversity in order to obtain planning permission for their projects. Under the Act, the necessary habitat enhancement will be paid for by the developer and must be guaranteed to endure for 30 years.

During the start of 2022, there was a [public consultation](#), run by the Government, on the details of how BNG can work, as well as any exemptions.

We will keep informed of progress on BNG as the process becomes more formalised. In the meantime, some Neighbourhood Plans introduce a requirement for BNG for their Neighbourhood Area, and the Authority will work on implementing the policy requirement

6.12 Nutrient Neutrality

In freshwater habitats and estuaries, poor water quality due to nutrient enrichment from elevated nitrogen and phosphorus levels is one of the primary reasons for habitats sites being in unfavourable condition. Excessive levels of nutrients can cause the rapid growth of certain plants through the process of eutrophication. The effects of this look different depending on the habitat, however in each case, there is a loss of biodiversity, leading to sites being in 'unfavourable condition'. To achieve the necessary improvements in water quality, it is becoming increasingly evident that in many cases substantial reductions in nutrients are needed. In addition, for habitats sites that are unfavourable due to nutrients, and where there is considerable development pressure, mitigation solutions are likely to be needed to enable new development to proceed without causing further harm.

In light of this serious nutrient issue, Natural England has recently reviewed its advice on the impact of nutrients on habitats sites which are already in unfavourable condition. Natural England is now advising that there is a risk of significant effects in more cases where habitats sites are in unfavourable condition due to exceeded nutrient thresholds. More plans and projects are therefore likely to proceed to appropriate assessment.

Mitigation through nutrient neutrality offers a potential solution. Nutrient neutrality is an approach which enables decision makers to assess and quantify mitigation requirements of new developments. It allows new developments to be approved with no net increase in nutrient loading within the catchments of the affected habitats site.

Where properly applied, Natural England considers that nutrient neutrality is an acceptable means of counterbalancing nutrient impacts from development to demonstrate no adverse effect on the integrity of habitats sites and we have provided guidance and tools to enable you to do this.

The Nutrient Neutrality Methodology enables a nutrient budget to be calculated for all types of development that would result in a net increase in population served by a wastewater system.

It covers all types of overnight accommodation including new homes, student accommodation, care homes, tourism attractions and tourist accommodation and permitted development⁸ (which gives rise to new overnight accommodation) under the Town and Country Planning (General Permitted Development) (England) Order 20159.

We are working with other Norfolk Local Planning Authorities on how to address this issue.

6.13 Recreation Avoidance Mitigation Strategy

New development can impact on protected wildlife sites in many ways. One such way is through the impact of recreational activities. Evidence indicates that new development in Norfolk is likely to affect the integrity of protected sites in Norfolk. In parts of Suffolk, evidence also indicates that development is likely to affect the integrity of protected sites on the Suffolk Coast. The payment of a tariff by applicants would enable the funding of measures to help mitigate impacts of recreational activities arising from development.

The requirements of Suffolk Coast RAMS apply to all new residential developments where there is a net increase in dwelling numbers. This includes, for example, the conversion of houses into smaller flats, or the change of use of other buildings to dwellings. It also includes new tourist accommodation. It excludes replacement dwellings and extensions to existing dwellings (where there is no net gain in dwelling numbers). The tariff, at the time of writing, for the area in which the Broads falls is £321.22. Much more background information can be found here: <https://www.eastsuffolk.gov.uk/planning/developer-contributions/rams/>

The following schemes in Norfolk are part of the Norfolk RAMS scheme and will need to pay the tariff:

- new dwellings of 1+ units (but excludes replacement dwellings and extensions),
- Housing in multiple Occupancy (HMO),
- student accommodation,
- residential care homes and residential institutions,
- tourist accommodation including caravan sites, camping and glamping, and
- Gypsies, travellers and travelling show people plots.
- Residential moorings are also included, as well as tourist accommodation on recommended rate of 'per six bed-space ratio' of the tariff.

The tariff, at the time of writing, is around £185. This will be index linked and increase with inflation.

7. About the Broads

7.1 Introduction

The Broads is an internationally important wetland and designated protected landscape of the highest order with a status equivalent to that of a National Park. The Broads is one of Europe's finest and most important wetlands for nature conservation. Its rich mosaic of habitats comprises, among other things, saltmarshes, intertidal mudflats, shallow lakes, fens, drained marshland, wet woodland, relict estuary and coastal dunes. Here are some of the Broads' most iconic features:

- 125 miles of lock free waterways.
- Over 25% of the UK's conservation priority wildlife.
- 60+ drainage mills that are still intact.

The following information gives some background to various aspects of the area's history and environment.

7.2 How the Broads were formed

From around the 11th century, the demand for timber and fuel was so high that most woodland was felled, and the growing population then began digging the peat in the river valleys to provide a suitable fuel alternative. Rising sea levels then flooded these early peat diggings and, despite numerous drainage attempts, the flooding continued and the broads we see today were formed. There is an interactive webpage about the Broads at [Journey \(broads-authority.gov.uk\)](http://broads-authority.gov.uk)

7.3 The Broads Authority

The Broads Authority is a Special Statutory Authority, established under the [Norfolk and Suffolk Broads Act 1988](#)². It has a statutory duty to manage the Broads for three purposes, none of which takes precedence:

- Conserving and enhancing the natural beauty, wildlife and cultural heritage of the Broads;
- Promoting opportunities for the understanding and enjoyment of the special qualities of the Broads by the public; and
- Protecting the interests of navigation.

Additionally, in discharging its functions, the Broads Authority must have regard to:

- The national importance of the Broads as an area of natural beauty and one which affords opportunities for open-air recreation;
- The desirability of protecting the natural resources of the Broads from damage; and

² [Broads Authority Act 2009](#) is also of importance.

- The needs of agriculture and forestry and the economic and social interests of those who live or work in the Broads.

The Broads Authority is the Local Planning Authority for the Broads. It is responsible for producing this Broads Local Plan, which guides development in the area and is used in determining planning applications.

A primary aspect of the Broads is that it is a nationally designated area, protected and enhanced for the benefit of the nation as well as for the local population and businesses. This is the justification for control of local planning within the designated area to be entrusted to a special purpose body that includes representation of the national interest as well as of local councils and navigators.

7.4 The Broads Authority Executive Area

The designated Broads Authority Executive Area covers parts of Norfolk and North Suffolk, as shown in white in Map 1 below³. The Executive Area includes parts of Broadland District, South Norfolk District, North Norfolk District, Great Yarmouth Borough, Norwich City, and East Suffolk Council area. The councils for those areas do not have planning powers in the Broads area, but retain all other local authority powers and responsibilities. Norfolk County Council and Suffolk County Council are the county planning authority for their respective part of the Broads, with responsibilities that include minerals and waste planning and are also the Lead Local Flood Authority. The Broads does not sit in isolation. There are important linkages with neighbouring areas in terms of the community and economy – what happens outside the Broads affects the area, and vice versa.



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Ordnance Survey 100021573

Map 1: Broads Authority Executive Area

³ A map of the Broads with extra information can be found on page 2 of [Broadcaster 2022 by Countrywide Publications - Issuu](#)

7.5 The landscape of the Broads

The Broads is a landscape much changed by people over time, and is of international historic and cultural significance. Having been awarded status equivalent to a national park, the highest status of protection is conferred upon the landscape and natural beauty of the Broads.

The Broads is a low-lying wetland mosaic of flooded former peat workings ('broads') of various sizes, river channels, reed swamp, fen, reedbed, carr woodland and drained grazing marsh, arable cultivation with some heath and sand dune. It also includes a small stretch of undeveloped coastline near Horsey and Winterton.

Traditional settlements tend to be on slightly higher ground, with extensive areas of reed beds, grazing marsh and some carr in and on the edges of the floodplain. There is no general building vernacular, but the traditional villages tend to have a variety of surviving older buildings that may have similar characteristics and be of considerable quality or interest, usually clustered near a staithe (traditional landing area), either on a river or connected to it by dyke, and surrounded by more modern housing of no particular distinction. That being said, the vernacular of the Broads is evolving. The Authority is open to the potential for modern design, which may contribute to the future cultural heritage of the Broads.

On the riverside, around staithes and along the few road accesses to the waterside, is often a string of chalets/bungalows and sometimes grander houses. These display a distinctive palette of a progression of early 20th century architectural styles, including versions of Arts and Crafts, Cottage ornée and mock Tudor particular to the area. There are also boatyards, with buildings of a more utilitarian and industrial character, together with boat mooring basins cut into the marshes, both visually enlivened by boats and their to-ing and fro-ing. These centres of population can be crowded and busy in summer, but population elsewhere in the Broads is sparse.

Drainage mills and isolated farmhouses sparingly punctuate views across the marshland, and the relative absence of fences (because dykes and drains divide the marshes that contain grazing cattle) accentuates its open, flat and empty appearance. Boats, birds, cattle, field gates, willow pollards and reed-fringed ditches are also important features across the area.

It is a landscape of contrast and surprise, with rivers and broads often concealed from immediate view by carr woodland, or extensive views across marshes to distant woodland and settlements, with the presence of an intervening river often only revealed by the procession of a boat's sail in the middle ground. With its limited road and rail system, much of the Broads feels surprisingly remote and isolated; although footpaths cross the area and boat access is extensive.

It is therefore clear that the landscape of the Broads is an important asset, that many appreciate and value; indeed, it is the landscape which many visitors come to enjoy. The Local Plan needs to protect and enhance the landscape of the Broads.

7.6 The economy of the Broads

Tourism is the mainstay of the Broads' economy. In 2019, the Broads and surrounding area (including the area of influence) received around 8.1 million visitors, bringing an estimated £490 million and directly supporting more than 7,435 FTE jobs⁴. The STEAM Report data for 2020 compares some indicators in 2020 to the same indicators in 2019. As we all know, there were lockdowns and restrictions of access and movement during a lot of 2020 due to COVID19 and therefore the most recent STEAM data (2020) shows number down on 2019; for example, visitor numbers for all visitor types in 2019 were around 13 million, whereas in 2020, this was around 7 million. All data tends to show that 2020 was 42% less than 2019. Anecdotally though, the times between lockdowns were fairly intense with visitors.

Land and water-based tourism is important in the area with around 12,071 boats on the Broads in 2019 (10,602 private craft and 1,469 hire craft). Many people also enjoy bird watching, walking, cycling, angling, visiting heritage sites and just being near the water.

Boatyards and other waterside businesses are critical to the enjoyment of the area by tourists and local residents alike, and to the local economy and employment. Although many people come to the Broads as day visitors, provision of holiday accommodation, including a variety of types and locations, is important.

The local economy is not entirely tourism related. Agriculture is the predominant business use in terms of land area, if not in numbers employed or monetary value, and has a vital role in maintaining the landscape and its aesthetic and environmental value. Boat building is also a locally important traditional industry.

A diverse range of other businesses are located in the Broads. These tend to be small scale and service related; a notable exception being the large sugar beet processing plant at Cantley on the River Yare.

The Local Plan needs to ensure that the local economy, most of which is rural-based is able to continue to thrive. The impacts of COVID19 and the related restrictions placed on businesses will be important to understand, although it could be that the country bounces back now restrictions have ease and as the population of the country is vaccinated.

7.7 The Natural Environment of the Broads

The Broads is one of Europe's most important wetlands for biodiversity and nature conservation. It is a predominantly freshwater ecosystem made up of meandering rivers connecting beautiful expanses of shallow water known as 'broads'. The surrounding habitats include botanically rich fens, home to the rare swallowtail butterfly, Norfolk Hawker

⁴ STEAM Report: Volume and Value of Tourism in the Broads 2019

dragonfly and the bittern. The invertebrate and bird rich wet woodlands, and the grazing marshes with their network of unique aquatic plant and animal ditch communities, make the Broads one of the most wildlife rich areas in the National Park family and in the UK. The great importance for biodiversity is reflected in records for the Broads, which indicate:

- Around 25% of the Broads designated for its international and nationally conservation status
- 11,067 species
- 19% of total protected species in the UK and 26% of the UK's Biodiversity Action Plan species and 17% of all nationally notable or scarce species.
- 1,519 priority species, including 85% of Red and 94% of Amber designated UK Bird species
- Nineteen Global Red Data Book species
- A wide range within taxonomic groups: e.g. 403 species of beetle, 251 species of fly and 179 species of moth
- 66 Broads Speciality species: 14 species entirely, and 17 largely, restricted to the Broads in the UK, and 35 with its primary stronghold in the area

In relation to geodiversity, there are five nationally-designated sites (SSSIs covering Pleistocene geology and active coastal processes), but many other local sites of interest have been identified in the Norfolk Geodiversity Audit.

In early 2022, the Broads Authority endorsed the Recreation Impact Avoidance and Mitigation Strategies for Norfolk and Suffolk Coast. The aim of these strategies is that by collecting tariff from overnight accommodation, the funding can be spent strategically to mitigate the impacts of development on protected sites.

In March 2022, the issue of the impact of phosphates and nitrogen on the water quality of protected sites in the Broads SAC and RAMSAR Site led to the Norfolk LPAs working together to introduce Nutrient Neutrality. This work is at its early stages at the time of writing, but permissions for some development in some areas have been delayed.

The Broads is an important area for biodiversity. It is also one of the reasons why our community lives here and tourists come to visit. We need to ensure we understand how development can impact biodiversity so we protect biodiversity and look for opportunities to expand and connect habitats reflect this in the Local Plan.

7.8 Historic environment and culture of the Broads

The unique quality and distinctiveness of the built environment of the area, its drainage mills, river and waterside settlements and the Broads origins as manmade medieval peat diggings makes the Broads itself arguably one of England's most extensive industrial monuments. Collectively these features provide the context for individual sites of built and archaeological interest, resulting in a true cultural landscape.

The Broads Authority Executive Area contains over 270 Nationally Listed Buildings, 15 Scheduled Monuments and 25 Conservation Areas. The area has been identified by Historic England as being a site of exceptional potential for waterlogged archaeology, and the Broads Authority maintains a Local List of heritage assets. The Broads is also home to numerous heritage craft including the famous trading wherries, other historic sailing and motor vessels.

The cultural assets of the Broads are a fragile, precious and finite resource. While the cultural value of the area can be added to by outstanding new design, its past is documented by the historic environment. It is important that policies are in place to protect, enhance and better understand the historic environment and cultural landscape of the Broads.

The Broads is clearly steeped in history, with many important heritage assets. These assets will need protecting and appropriately enhancing and this needs to be reflected in the Local Plan.

7.9 Navigating the Broads

One of the Broads Authority's statutory purposes is to protect the interests of navigation. The Broads is one of the most extensive and varied inland waterway systems in the UK, offering 200km of boating on lock-free tidal rivers. The navigation reaches from the quiet headwaters of the Bure, Ant, Thurne and Waveney to the bustling centre of Norwich and coastal resorts of Great Yarmouth and Lowestoft. The North Walsham and Dilham Canal is partly within the Broads and is a heritage canal.

The Executive Area comprises approximately 1,974ha of waterspace and open water bodies, covering 843ha. Many of these water bodies are broads in the traditional sense, having been formed from medieval peat diggings and used as water transport routes linking settlements with the main rivers and tributaries. Others are of more recent and/or different origin, such as at Whitlingham Country Park, which was developed on the site of a gravel quarry. Some broads have public navigation rights, others have more limited access, generally for environmental or land ownership reasons, while some others are landlocked and inaccessible to craft.

As a harbour and navigation authority, the Authority is responsible for the maintenance of the navigation on the waterways, which is entirely funded through income generated by boat tolls. Its duties include health and safety provisions, dredging, management of vegetation, clearance of wrecks and other hazards, signing and marking the waterways, maintaining the network of free 24-hour moorings and providing a ranger service to assist the public and enforce the byelaws, particularly speed limits.

The Broads have been used for navigation for a long time. Navigation is quite fundamental to the local economy and the health and wellbeing benefits are varied. The Local Plan will need to ensure that navigation is protected and appropriately enhanced.

7.10 The boats and people who sail them

Visitors taking to the network of rivers and broads find themselves sharing the waterspace with many types of vessels. These range from heritage sailing river cruisers, canoes and paddle boards to period launches and day boats, some propelled by steam, and dozens of types of nationally and internationally recognised racing/sailing dinghy. There are also the restored and maintained traditional trading wherries and leisure wherries. Boats are hired by the day or week, or are privately owned. Boat building, chandlery and repair are significant local industries. This rich boating heritage is probably unrivalled anywhere in the world. An indication of the commitment of local people to heritage boats and boating on the Broads is that there are more than 50 voluntarily run clubs and classes affiliated to the Norfolk and Suffolk Boating Association.

Boating is a key part of the local economy and has many inter-related land uses that the Local Plan will need to understand and address.

7.11 The Community of the Broads

The resident population of the Executive Area is about 6,300 people. Living in the Broads, particularly close to the water, is highly prized and this is reflected in local house prices. Local communities strongly identify with the area and value its special qualities. The Broads Authority Executive Area covers parts of over 90 parishes in Norfolk and Suffolk (see [Appendix 2](#) for a list of parishes and the districts they are in, as well as a map showing this information).

The National Census 2011⁵ gives these facts and figures about the community of the Broads: **6,271** people live here, **49.8%** male and **50.2%** female. The mean age of the population is **49.3**, and the **majority** work full time or are retired. **Most** identify their health as good or very good, with **9.6%** reporting a long-term health problem or disability that limits their day to day activities 'a lot'. The Broads has a population density of **0.2 people per hectare**, and the number of households increased by **307** between 2001 and 2011.

The 2019 Indices of Multiple Deprivation (IMD) give an interesting insight into the community of the Broads. The IMD maps for the Broads have been assessed as part of a Deprivation Topic Paper⁶.

Many settlements are split between two Local Planning Authorities so we need to ensure that we work with the neighbouring LPA. The community is an important asset to the area and its needs will need to be addressed in the Local Plan.

7.12 Pressure on the Broads

The Broads is a fragile wetland. It is under increasing pressure from a variety of sources, including development both within and adjacent to the Executive Area. In the last century,

⁵ The most recent Census was held in early 2021. Over time, more findings of the Census will be released and this section will be updated.

⁶ https://www.broads-authority.gov.uk/data/assets/pdf_file/0021/409035/The-Index-of-Multiple-Deprivation-Topic-Paper-2021-formatted.pdf

habitat loss and fragmentation, impact from recreation activities, nutrient enrichment and pollution of the waterways, and increasing threats from non-native species have seen a decline in species and habitats. The [Broads Plan](#) and the [Broads Biodiversity Action Plan](#) commit the Authority and its partners to halting and reversing this decline in the Broads. Sea level rise and the impacts of a changing climate and pressure on water resources related to new development will also increase pressure on the Broads over time.

The area is popular to live in and visit. But with so many important assets like heritage, landscape and biodiversity, there is potential for harm to be caused. The Local Plan needs to understand and address this pressure.

7.13 Access and Recreation

As the UK's premier wetland, with status equivalent to a National Park and internationally recognised for its landscape, nature conservation and cultural features, the Broads is a popular recreational destination, with miles of open water space and natural, historic and cultural assets to be explored and enjoyed.

Because of its wetland landscape, many parts of the Broads are most easily accessible by water, with the unique experience this brings. It is one of the most extensive inland waterways in the UK, and boating is a major recreational activity, with around 12,000 licensed craft using the navigation area.

There are also recreational opportunities to be enjoyed on land. The area has an extensive rights of way network, with around 303km of public footpaths and 17km of public bridleways available for public use. There are three promoted long distance routes and a number of circular walks and cycle routes in the area. Approximately 150ha of land in the Broads has been designated as open access land under the Countryside and Rights of Way Act 2000. The Broads is also one of the most popular areas in the UK for angling.

Good access and recreation provision in the Broads contributes to the health and wellbeing of local and neighbouring communities, and is especially important for urban dwellers and people from deprived communities.

Question 1: Do you have any comments on the 'About the Broads' section?
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8. Duty to Cooperate

8.1 The Duty

The Duty to Cooperate was created in the Localism Act 2011, and amends the Planning and Compulsory Purchase Act 2004. It places a legal duty on Local Planning Authorities, County Councils in England and public bodies to engage constructively, actively and on an ongoing basis to maximise the effectiveness of Local and Marine Plan preparation in the context of strategic cross boundary matters.

The Duty to Cooperate is not a duty to agree. However, Local Planning Authorities should make every effort to secure the necessary cooperation on strategic cross boundary matters before they submit their Local Plans for examination.

Local Planning Authorities must demonstrate how they have complied with the duty at the independent examination of their Local Plans. If a Local Planning Authority cannot demonstrate that it has complied with the duty then the Local Plan will not be able to proceed further in examination.

The Localism Act states that relevant bodies must '*...engage constructively, actively and on an ongoing basis...*'.

8.2 How the Broads Authority meets the Duty

The Broads Authority meets this duty in the following ways (please note this list is not exhaustive but gives a flavour of the activity):

- Commissions joint evidence base, for example the Norfolk Recreational Impact Study and the Norfolk Older Persons Strategy.
- Regular officer level meetings. For example, the Norfolk Strategic Planning Officers Group (attended by the Environment Agency), the Suffolk Planning Policy and Development Management Officers Group.
- Quarterly meetings with Great Yarmouth Borough Council and East Suffolk District Council.
- Production of the Norfolk Strategic Planning Framework/Statement of Common Ground.
- Quarterly Norfolk Duty to Cooperate Member Group meetings.
- A member from each of the Authority's constituent districts sits on the Broads Authority Planning Committee.
- Individual meetings with Planning Policy Teams of the Authority's constituent districts.

The Authority therefore considers that it engages constructively and on an ongoing basis with relevant authorities. As the Local Plan progresses through the next stages of production, draft statements covering how the Authority has met the requirements of the Duty to Cooperate will be produced.

8.3 Planning White Paper

The 2020 Planning White Paper suggested that the Duty to Cooperate could be removed *'although further consideration will be given to the way in which strategic cross-boundary issues, such as major infrastructure or strategic sites, can be adequately planned for, including the scale at which plans are best prepared in areas with significant strategic challenges'*. These changes are not in place yet, so we will continue with cooperating and producing the necessary statements until the requirement changes.

Question 2: Do you have any thoughts on the Authority's approach to Duty to Cooperate?

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9. The Broads – strengths, weaknesses, opportunities, threats.

9.1 Introduction

This section identifies some of the principal sustainability challenges and opportunities in the area which are potentially relevant to the Broads Plan and Broads Local Plan.

9.2 Strengths

- a) Extensive, diverse and very highly valued landscape, habitats, flora, fauna and cultural and heritage assets.
- b) A unique wetland and low-lying area and status equivalent to a National Park.
- c) Formal nature conservation designations of the Broads and many areas within it provide relatively high levels of policy protection or conservation.
- d) Farmed and managed landscape, the majority being privately owned.
- e) A short undeveloped stretch of coastline.
- f) High levels of tranquillity through much of the Broads; in particular, a sense of remoteness in some parts despite these being located close to concentrations of housing and industry. Also, most of the area has intrinsic dark skies.
- g) Attractive environment, providing the basis for most of the Broads' economy and recreation for residents and visitors.
- h) Britain's largest protected wetland and third largest inland waterway.
- i) High level of interaction with the surrounding area, with complementary provision of facilities and opportunities. For example, employment and development opportunities and community facilities in surrounding districts, towns and in Norwich also serve Broads' residents, while the Broads provides recreational and business opportunities to those from the wider area.
- j) Thriving hire boat industry contributing to the local economy.
- k) Many organisations and individuals caring for or promoting the value of various aspects of the Broads.
- l) Importance of the Broads for the identity and recreation of a much wider area.
- m) The age profile of the area shows more older people than in the surrounding area. Older people are often motivated, educated and experienced and play an important role in the community.
- n) Substantial, engaged community of private boat owners.
- o) Local boating clubs and classes that enable local people (whether or not boat owners), including children, to acquire and hone the skills required to become good sailors.
- p) Many heritage assets, including conservation areas and drainage mills.

- q) The international significance of the paleo-archaeological remains within the Broads and the unusually well-preserved organic remains.
- r) A wealth of archaeological deposits that are not well represented elsewhere within the country.
- s) Good collaborative working with stakeholders and interest groups.
- t) An area providing many ecosystem services, as evidenced in the Norfolk and Suffolk natural capital assets compendium⁷.
- u) Peatland areas and opportunities for improved wetland areas, carbon storage, holding flood waters, storing water for droughts, nature enchantment.

9.3 Weaknesses

- a) Many of the protected habitats failing to meet target ecological conditions and/or vulnerable to change as a result of, for example, fragmentation, inappropriate water and land management and pressure from nearby development.
- b) Lowland grazing economics poor and may be at risk of farm subsidy changes.
- c) Some areas of fen and all lakes and rivers in unfavourable condition and some are in declining condition and reliant on public grants for Nature Recovery.
- d) Almost the whole of the Broads area subject to, or at risk of, flooding.
- e) Some listed buildings and other heritage assets at risk, and particular problems in finding compatible and beneficial uses that could help secure the restoration and maintenance of heritage assets such as wind pumps/drainage mills.
- f) Continuing (though declining) problems of water quality in the rivers; ground water quality problems.
- g) Difficulty of modernising and adapting existing buildings and uses, and accommodating new ones, due to flood prone nature of the area.
- h) Decline in traditional industries such as millwrights and reed and sedge cutters.
- i) High reliance on tourism, which can leave the economy vulnerable and mean a loss of resilience as a result of changes to the holiday/recreational patterns. Indeed, the access restrictions as a result of COVID19 has had a large impact on tourism (as well as many other sectors of the local and national economy).
- j) Car dependence of local communities and businesses and fragmentation of settlements.
- k) Depleted local community and/or visitor facilities, often through displacement by higher value activities (principally housing).

⁷ [Norfolk and Suffolk Natural Capital Assets Evidence Compendium | Norfolk Biodiversity Information Service \(nbis.org.uk\)](https://nbis.org.uk)

- l) Tensions and perceptions of incompatibility between interests of conservation, farming, development, recreation, tourism, navigation and local communities, and between local interests and the national value of the Broads.
- m) The ageing population could lead to imbalance in the community.
- n) Lack of housing that is affordable resulting in some people having to commute to places of work.
- o) Deficiencies of moorings in some places to meet the needs of various waterspace users.
- p) Some low bridges which prevent larger boats from passing, and some narrow waterways which could limit potential for navigation.
- q) Some boats unable to navigate as intended due to operational issues of some swing bridges, particular when the weather is hot.
- r) Increasing pressures for land use change around areas of settlement.
- s) Resourcing difficulties for organisations that help to manage the environmental assets.
- t) Lack of certainty of how the new framework for agricultural subsidies will support Nature Recovery.
- u) Lack of public transport in rural areas
- v) Rural connectivity – some areas not covered by broadband.
- w) Unsustainable wildfowling.
- x) Increased risk of salinisation of previously freshwater wetlands.
- y) Capacity to adapt to climate change impacts such as sea level rise and significant habitat change

9.4 Opportunities

- a) Climate change:
 - i. Likely impacts that may create opportunities such as changes in flora, fauna and landscape, patterns of recreation and changes in agriculture and its practices.
 - ii. Adaption through erecting, raising and strengthening flood defences, realignment in more flood prone locations to make more space for water and linking wildlife habitats to provide resilience.
 - iii. Evolving low carbon lifestyles, construction and patterns of land use and settlement.
 - iv. Opportunities to link with other strategic initiatives (Local Nature Recovery Strategies etc) to build in nature-based solutions for climate change adaptation
- b) Maintaining the recovery and improvement of water quality achieved over the last few decades by long-term and ongoing investment across a range of agencies, particularly water companies.

- c) Potential to put in place environmental and recreational management measures as part of the implementation of major housing and employment growth outside but close to the Broads area.
- d) Potential for restoration and enhancement zones towards nature recovery within and surrounding the Broads, including to connect up to coastal and other biodiversity rich wetland areas.
- e) Potential for revival in the use of the area's rivers and railways for freight and passenger traffic.
- f) Changes in patterns of recreation and expectations of visitors.
- g) Potential for complementary and mutually supportive actions and benefits across environmental, recreational, navigation, and local community issues.
- h) Provision of jobs, facilities, services and homes for local residents through the development plans of constituent Local Authorities.
- i) The status of the Broads as equivalent to a National Park – held in high regard with most stakeholders.
- j) Private investment opportunities for carbon, water quality and potentially Biodiversity Net Gain.
- k) Training opportunities for traditional skills and crafts.
- l) Encouraging sustainability through the design of buildings as well as innovative designs, new technologies and building in resilience.
- m) Opportunities to encourage both local residents and visitors to join one of the many boating clubs, take part in organised events, go on formal sailing courses and gain recognised Royal Yachting Association (RYA) qualifications.
- n) Opportunities to Improve awareness of general public and residents of the special qualities of the Broads (see section 5.2).
- o) Many train stations in/near to the Broads.
- p) Highway improvements and the benefits to the community and economy they could bring.
- q) Flat land favouring healthy travel modes and active travel opportunities.
- r) As a consequence of the COVID19 pandemic, more people will /may holiday in the UK and in the Broads and become aware of the special qualities of the Broads. Businesses could appropriately diversify and become more resilient.
- s) More home-based working lessening carbon impacts while retaining wealth in the locality.
- t) Opportunities for natural flood management to minimise impacts of coastal flood management, creating new habitats that help to mitigate the impacts of a changing

climate i.e: coastal flooding and saltwater incursion. Sensitive/natural approach would have benefits for wildlife and people.

- u) Agricultural subsidy change, as the Broads is able to achieve so many benefits
- v) Protection and appropriate enhancement of heritage assets, such as through the Water, Mills and Marshes programme.

9.5 Threats

- a) Climate change - likely impacts that may be threats:
 - i. Increased frequency and severity of all sources of flooding
 - ii. Increased risk of coastal inundation
 - iii. Increased frequency and severity of drought, with impact on water resources available to all sectors
 - iv. Severe drought would affect the ability to graze marshes with livestock
 - v. Deterioration of water quality and abstraction of water resources
 - vi. Increased frequency and severity of saline incursion into fresh water systems
 - vii. Loss of freshwater dependant flora, fauna and landscape in some areas
 - viii. Changes in patterns of recreation
 - ix. Changes in agriculture and its practices including large scale horse grazing
- b) Redundancy/degradation of infrastructure and material assets
- c) Erosion of the special character of the area's landscape and built heritage through:
 - i. Loss of archaeology built/landscape and cultural heritage assets.
 - ii. Saline intrusion.
 - iii. Coastal erosion.
 - iv. Incremental 'suburbanisation' and other changes, including through domestic and holiday home extensions/enlargements and paraphernalia:
 - 1. Metalling of unmade tracks;
 - 2. 'Horsiculture' – proliferation of pony paddocks, stables, Manèges, etc.;
 - 3. Road, rail and navigation improvements/changes;
 - 4. Proliferation of advertisements.
- d) Potential landscape and economic effects of change, including that driven by market changes (e.g. food prices, bio-fuel).

- e) Changes in patterns of recreation, including impacts of decline in hire boat fleet and growth of private boat ownership; higher expectation of facilities for leisure plots, holiday chalets and other accommodation.
- f) Declining boatyard and boatbuilding industry.
- g) Loss of swing bridges to fixed bridges.
- h) Major housing and employment growth planned for nearby areas, and associated potential impacts such as:
 - i. Water quality and quantity loss arising from effluent input and water supply extraction.
 - ii. Increased recreational pressure, on both visitor 'honeypots' and remoter, more tranquil and sensitive localities. Also linked to tourism.
 - iii. Traffic growth impacting on reduced safe cycling and horse-riding routes.
- i) Changes to economies, practices and ways of life that sustained local and traditional industries and skills (such as millwrights, reed and sedge cutters and boat builders) that generated and sustained the landscapes we see today.
- j) Unsympathetic design, construction and alterations.
- k) Loss of local community and/or visitor facilities, often through displacement by higher value activities (principally housing).
- l) High house prices in the rural areas could affect the willingness of some to train in traditional skills such as reed and sedge cutting as they would need to commute.
- m) Recent and likely future cuts in budgets and consequent challenges organisations face in light of reduced funds.
- n) Palaeo-environmental and organic archaeological remains are especially vulnerable and significant in the Broads.
- o) Potential damage to protected wildlife sites through activities in the Broads and more development in the wider area.
- p) Major highway improvements and the threat to the special qualities of the Broads that could result.
- q) Further loss of moorings.
- r) Vulnerability of subsidised public transport services within the Broads Authority Executive Area (bus and rail).
- s) Drying out of wetland and oxidation of peat, leading to loss of finite environmental and archaeological archives as well as release of stored carbon.
- t) Coastal protection work, which may alter the dynamics of marine erosion and sediment transport.

- u) COVID19 impacts on health and the economy.
- v) As a consequence of the COVID19 pandemic, more people will /may holiday in the UK and in the Broads.
- w) Non-native species and plant disease and challenges for meeting biosecurity in a connected wetland.
- x) Boat traffic sediment stirring and direct disturbance of wildlife.

Question 3: Do you have any thoughts on this SWOT analysis?

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10. Vision and Objectives

10.1 Introduction

As we start the review of the Local Plan for the Broads, it is prudent to begin with the long-term vision and objectives for the Broads, which are fundamental aspects of the Local Plan.

The long-term vision for the Broads in the current Local Plan (adopted 2019) mirrors that in the Broads Plan (adopted 2017). This was done to give consistency between these two important documents.

The timing of the Local Plan review correlates with the review of the Broads Plan, and the updated vision will apply to both documents.

Officers' views on updating the vision and objectives are set out below. Members' views and any proposed amendments are now invited.

10.2 Vision

In the current Local Plan, the vision is the same as the Broads Plan (the management plan for the Broads). We intend to do that again in the emerging Local Plan. We believe that these two important documents sharing the same vision is important because they both guide the future of the Broads. The Broads Plan is being updated at the moment, and was consulted on between May and July 2022. The draft vision from the consultation version of the Broads plan is included below.

Biodiversity is at the heart of nature recovery. The natural environment and the beneficial goods, services and cultural values it provides from food and energy to landscape character and recreation are in good condition, used fairly and sustainably, and valued by society. In particular, the precious nature of plentiful, clean, fresh water as a fundamental resource is understood and respected by all.

We are meeting the challenges of climate change and sea level rise, and the carbon reduction targets of 'net zero' by 2040, with well-maintained soils that retain and increase the amount of carbon stored.

Wildlife flourishes and habitats are maintained, restored, expanded and linked effectively to other ecological networks. Land and water are managed in an integrated way, with local and landscape-scale management that creates resilience and space for nature and agriculture, enabling us to adapt to changing environmental, economic and social needs. The past and present importance of the waterways for navigation, biodiversity and recreation is recognised and cherished, and the asset is protected, maintained and enhanced.

This living, working, 'big skies' landscape is notable for its natural beauty, distinctive local character and historic significance. People of all ages, abilities and circumstances enjoy it as a place of escape, adventure, work, learning and tranquillity, and as a source of national pride and identity. Local communities are active in decisions about their future and sustainable living is seen in action. There is a buoyant rural economy and a viable, well-used

public transport network, and local housing need is being met.

The Broads National Park is forever recognised as fundamental to our prosperity and our mental and physical health and wellbeing, and is forever treasured as a unique and special place that provides a breathing space for the cure of souls.

10.3 Current objectives

The objectives of the Local Plan tend to relate back to the vision. The current objectives are shown in Table 2.

Table 2: Local Plan for the Broads - objectives

Ref	Objective
OBJ1.	The Broads remains a key national and international asset and a special place to live, work and visit.
OBJ2.	There are areas of true tranquillity and wildness, giving a real sense of remoteness.
OBJ3.	The Broads is a unique, highly valued and attractive environment where the landscape character and setting is protected, maintained and enhanced.
OBJ4.	The rich and varied natural environment is conserved, maintained, enhanced and sustainably managed.
OBJ5.	The coastal section of the Broads is used and managed in a beneficial and integrated way for people and wildlife.
OBJ6.	Water quality is improved and water is managed using appropriate measures to increase capture and efficiency, prevent pollution and reduce nutrients. Flood risk to people, property and landscapes is managed effectively.
OBJ7.	'Climate-smart thinking' minimises future adverse impacts and makes use of opportunities in an area vulnerable to a changing climate and sea level rise.
OBJ8.	The area's historic environment and cultural heritage are protected, maintained and enhanced. Local cultural traditions and skills are kept alive.
OBJ9.	The housing needs of the community are met.
OBJ10.	Development and change are managed to protect and enhance the special qualities of the Broads as well as the needs of those who live in, work in and visit the area. The Broads Authority maintains close cooperation with the Local Planning Authorities adjoining its executive area.
OBJ11.	The Broads offers communities and visitors opportunities for a healthy and active lifestyle and a 'breathing space for the cure of souls'.

Ref	Objective
OBJ12.	There is a buoyant and successful rural economy.
OBJ13.	The Broads is renowned for sustainable tourism and supports a prosperous tourism industry.
OBJ14.	People enjoy the special qualities of the Broads on land and on water. Access and recreation are managed in ways that maximise opportunities for enjoyment without degrading the natural, heritage or cultural resource. Navigation is protected, maintained and appropriately enhanced, and people enjoy the waterways safely.
OBJ15.	The Broads continues to be important for the function, identity and recreation of the local community as well as over a wider area.
OBJ16.	Waste is managed effectively so there is no detriment to the environment.

10.4 Potential changes to the objectives

It has been proposed that the objectives could be amended to address the following aspects:

- OBJ2 - Mention dark skies specifically
- OBJ4 – mention nature recovery (more, bigger, better, joined)
- OBJ5 – reference the importance of using the nature-based solutions
- OBJ7 – refer to net zero? Include adaptation?
- OBJ9 – could include warm, energy efficient homes? Refer to the issue of second homes?
- OBJ14 – potential to refer to the tension between tourism and sustainability?

Question 4: Do you have any comments on the vision or objectives?

10.5 United Nations Sustainable Development Goals (UN SDGs)

The objectives of the Local Plan are assessed against the 17 UN Sustainable Development Goals (UN SDGs) (<https://sdgs.un.org/goals>) in Table 3. X denotes if the objectives relate to each other.

Table 3: Local Plan objectives and UN Sustainable Development Goals

	No poverty	Zero hunger	Good health and well-being	Quality education	Gender equality	Clean water and sanitation	Affordable and clean energy	Decent work and economic growth	Industry, innovation and infrastructure	Reduced inequalities	Sustainable cities and communities	Responsible consumption and production	Climate action	Life below water	Life on land	Peace, justice and strong institutions	Partnerships for the goals
OBJ1.			X			X		X			X		X	X	X		
OBJ2.			X			X					X		X	X	X		
OBJ3.			X								X				X		
OBJ4.			X			X					X			X	X		
OBJ5.			X								X		X	X	X		
OBJ6.						X					X	X	X	X	X		
OBJ7.			X				X			X	X	X	X	X	X		
OBJ8.				X					X		X				X		
OBJ9.	X		X								X					X	
OBJ10.			X			X			X		X	X	X	X	X		X
OBJ11.			X								X						
OBJ12.		X	X					X	X		X	X		X	X		
OBJ13.			X			X		X	X		X		X	X	X		
OBJ14.			X			X					X	X	X	X	X		
OBJ15.			X	X		X				X	X						
OBJ16.						X					X	X		X	X		

Following the assessment above, 'gender equality' does not have a related objective in the Local Plan. Planning and local plan policies do not really seek to affect genders differently. When considering needs to address in the Local Plan, we look at the population as a whole. Therefore, it is considered acceptable that there are no objectives relating to 'gender equality'.

11. The rest of this Issues and Options document

The remainder of the Issues and Options identifies some specific issues and asks for your view on them. We welcome your views on these parts of the Issues and Options document.

It should be noted that the current Local Plan for the Broads is quite comprehensive. Most of the policies within the Local Plan are proposed to remain, albeit with some updates and amendments. See [section 32](#) for more on the existing policies of the Local Plan for the Broads. As such, not every topic area has been addressed individually within this Issues and Options document. The following sections highlight issues that have changed over time or are new areas for the Local Plan to consider.

The Local Plan is an iterative process and therefore the topic areas/issues within this document are not the only ones that will be included in the final Local Plan. In subsequent versions of the Local Plan, other topic areas might be included that are not considered in this document. Consultation responses may raise a topic to address or new evidence or Government requirements may be in place.

12. Your part of the Broads

In the Broads, there are only parts of parishes and settlements – all are shared for planning purposes between the Broads and the relevant district. But we would like to know what makes your village or town a good place to live, and what do we need to do to protect it, or improve it? Here are some questions for you to consider. We cannot guarantee that we can enable sites to be developed or address all of your concerns or suggestions but we would welcome your thoughts.

Question 5: What do you think of your part of the Broads?

- a) What aspects of your town, village or parish or part of the Broads, are particularly important and valued by residents?
- b) Are there any features or areas in your part of the Broads that you would like to see altered or improved?
- c) Are there any other issues that affect your community/your part of the Broads that you would like to be considered in the preparation of the new Local Plan?
- d) What changes do you expect to see over the next twenty years in your part of the Broads which the plan might need to cater for?
- e) Are there any areas of previously developed land which are currently unused within the Broads part of your town or village? If so, can you please identify the location and tell us what your preferences would be for these areas in the future?
- f) What kind of development, if any, do you think your part of the Broads would benefit from?

13. Climate Change

13.1 Introduction

The story of the Broads is inherently linked to our changing climate. The easterly, low-lying and coastal nature of the Broads' landscape makes it particularly vulnerable to the predicted impacts of climate change and sea level rise, including coastal and river flooding.

At the same time, our wetland landscape has been steadily sequestering carbon since the end of the last ice age, and now stores the equivalent of an estimated 50,000,000 tonnes of CO₂⁸. In context, that is more CO₂ than was released by all coal-burning power plants in the UK in the last year.

The 'Future Impacts of Climate Change'⁹ by Broadland Futures Initiative says the following about how the climate could change:

- a) Winters in 20 years' time are expected to have 5-7% more rainfall, in 50 years' time 7-15% more and, in 100 years' time, 11-29% more than used to fall in winters between 1981 and 2000. Summers, on the other hand, will likely have 15-18% less rainfall in 20 years' time, 20-30% less in 50 years' time and 27-51% less in 100 years' time, compared with 1981-2000. It is possible that even greater changes in rainfall patterns could occur. However, even the minimum expected changes of 11% more rainfall in winter and 27% less rainfall in summer will require significant changes to how water is managed. For example, it is possible that river flows in winter will increase by 20%, whereas flows in summer will decrease by 40%, with implications for the likelihood of flooding and water available for irrigation, for example.
- b) Summer temperatures in 20 years' time are expected to be 1.4-1.6oC higher, in 50 years' time 1.6-3.3oC higher and, in 100 years' time, average summer temperatures could be 1.9-7.5oC higher than they were in 1981-2000. Although some of these average increases may at first appear modest, hot spells where maximum daytime temperatures exceed 30°C for two or more consecutive days will increase, and later in this century could occur up to four times per year, rather than once every 4 years as used to happen between 1981 and 2000

We need to plan now for the changes ahead, such as wetter winters, drier and hotter summers, and more frequent extreme events like storms and heavy rainfall, to lessen negative impacts and make the best use of positive opportunities of the emerging green economy.

13.2 Adaptation – climate change checklist

One of the approaches to adapting to climate change, set out in the current Local Plan, is the requirement for applicants for some types of development to fill out a [climate change](#)

⁸ An extrapolation from the carbon stocks reported in the Queen Mary University of London Study. [Assessing carbon stocks within the peat of the Broads National Park \(broads-authority.gov.uk\)](#)

⁹ [The Future Impacts of Climate Change \(broads-authority.gov.uk\)](#)

[checklist](#) to show how they have considered and addressed the risks that climate change poses to their proposed development. We intend to roll forward the climate change checklist approach, with some amendments such as making the questions clearer.

Question 6: Do you have any thoughts on this approach and the climate change checklist itself?

13.3 Energy design of new buildings

A key area where the local plan can influence the impact of new development on climate change, is through influencing energy usage. There is potential to require the energy impact of development to be delivered beyond building regulation standards. 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%¹⁰. See section [29.3](#) and [29.4](#).

13.4 Electric Vehicle Charging Points

With the Government proposing the banning of sales of new vehicles with internal combustion engines by 2030, it seems prudent to consider the needs of electric vehicles. The Local Plan for the Broads could require electric vehicle charging points to be provided with certain new builds. December 2021, the Government announced¹¹ 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. See section [29.2](#).

13.5 Source of heating

Some properties in the Broads are heated by oil. The Department for Business, Energy and Industrial Strategy (BEIS) estimates that whilst domestic gas heating produces 3,900 tCO₂e per year, oil heating produced almost four times that at 15,300tCO₂e. The Committee on Climate Change Sixth Carbon Budget Report¹² recommended that for a Balanced Pathway to Net-Zero, new boilers not on the gas grid – e.g. oil-fired boilers - should be low-carbon by 2028. For properties on the gas grid, the target date is 2033. In part this is due to gas boilers having a lower CO₂ footprint per kilowatt hour of heat produced.

The new Local Plan could set out a preferred hierarchy in respect of energy. A similar approach is already taken in adopted policy DM2 in respect of wastewater treatment, which requires development to be connected to a foul sewer unless this is proven not to be feasible. The next option in the hierarchy is package treatment works with septic tanks as the least favourable option. So, there could be scope for a similar hierarchical approach, but for source of heating.

¹⁰ [New homes to produce nearly a third less carbon - GOV.UK \(www.gov.uk\)](#)

¹¹ [PM to announce electric vehicle revolution - GOV.UK \(www.gov.uk\)](#)

¹² <https://www.theccc.org.uk/publication/sixth-carbon-budget> page 110-112.

A source of heating hierarchy could be as follows. It may need to include being hydrogen ready¹³ or even biomass boilers.

- a) Heat pump and underfloor heating, powered by on-site solar and batteries;
- b) Heat pump and underfloor heating, powered by the electricity grid;
- c) Gas heating, but with the overall heating system 'heat pump ready' (larger radiators etc) and the gas boiler 'hydrogen ready';
- d) Oil Heating, but with the overall heating system 'heat pump ready' (larger radiators etc);
- e) Gas Heating with no adaptation of the system; and
- f) Oil Heating with no adaptation of the system

There could also be benefits in requiring new developments, including extensions, to be heat pump ready (noting the hierarchy set out above). This will reduce costs and resource consumption in the long term, and make it more affordable to then switch to a low carbon heating system such as a heat pump when gas and oil boilers cease to be available.

It should be noted that towards the end of 2021, there were some Government consultations on fossil fuel heating. It could be that during the production of the Local Plan, national standards are set:

- [Phasing out the installation of fossil fuel heating in homes off the gas grid - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/consultations/phasing-out-fossil-fuel-heating-in-homes-off-the-gas-grid)
- [Phasing out the installation of fossil fuel heating systems in businesses and public buildings off the gas grid - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/consultations/phasing-out-fossil-fuel-heating-systems-in-businesses-and-public-buildings-off-the-gas-grid)
- [Future support for low carbon heat - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/consultations/future-support-for-low-carbon-heat)

Question 7: Do you have any thoughts on source of heating?

- a) Do you have any thoughts on the approach of a heating hierarchy as set out above?
- b) Do you have any comments on the potential hierarchy as set out above?
- c) What about developments being heat pump ready?

13.6 Construction methods and materials used

Different materials have different embodied carbon; this makes some building materials more sustainable than others. There is this useful [database](#) that sets out the embodied carbon of building materials¹⁴. There is potential to require applicants to set out a schedule of materials used and the embodied carbon, and state how they have chosen materials with less impact/embodied carbon. We would need to consider and balance any issues with design of new build.

Question 8: Do you have any thoughts on the approach of requiring applicants to choose materials that have less embodied carbon?

13.7 Additions to other policies

The following topic areas could be incorporated into existing policies.

¹³ [Enabling or requiring hydrogen-ready industrial boiler equipment: call for evidence - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/consultations/enabling-or-requiring-hydrogen-ready-industrial-boiler-equipment-call-for-evidence)

¹⁴ The figures are "Cradle to Gate" so does not include transport to the consumer, and the eventual disposal of the material.

- a) Encouraging retrofit over re-build – the re-use and improvements to buildings could be included in DM40 and DM48.
- b) Greywater recycling – this could be referenced stronger in our policy on water quality (DM2) and SuDS (DM6)
- c) Design – how sun hits building, orientation, make most of heat from the sun could be referenced stronger in the design policy (DM43)

Question 9: Do you have any thoughts on these topic areas and how they could be included in the Local Plan? Are there other related topics that could be included?

13.8 Other climate change related issues/policies

If you have any other ideas to mitigate or adapt to climate change, please let us know. Please include evidence and also references if the approaches you suggest have been used elsewhere.

Question 10: Do you have any other thoughts on how to address climate change in the Local Plan?

14. Trees, woodlands, hedges and shrubs

14.1 Introduction

Trees, woodlands, hedges and shrubs are an integral part of the Broads landscape and add great beauty, a sense of place and character, and are a defining feature of the Broads Authority Executive Area. Trees and woodlands enhance the landscape and provide important landmarks, complementing the natural and built environment by providing screening, perspective, focal points, privacy and seclusion and they define and separate public open spaces. They also provide habitats for an exceptional range of wildlife and form a 'carbon sink' helping to absorb and store and counteract the harmful effect of climate change.

We are also aware that in some locations, trees may not be welcomed due to possible negative impacts, such as on navigation, disturbance to peatlands, and landscape. Indeed, some areas of the Broads have a character that is open, giving vast views. In terms of the impact on navigation, trees by the edge of waterways can reduce the wind available for sailing. Trees can also encroach on waterways, maybe even falling into waterways and create a need for tree management along waterways. It is also noted that the wrong type of tree would not be beneficial to the Broads. This emphasises the importance of the mantra 'the right tree in the right place'.

14.2 What the NPPF says

The NPPF at paragraph 131 says 'trees make an important contribution to the character and quality of urban environments, and can also help mitigate and adapt to climate change. Planning policies and decisions should ensure that new streets are tree-lined, that opportunities are taken to incorporate trees elsewhere in developments (such as parks and community orchards), that appropriate measures are in place to secure the long-term maintenance of newly-planted trees, and that existing trees are retained wherever possible. Applicants and local planning authorities should work with highways officers and tree officers to ensure that the right trees are planted in the right places, and solutions are found that are compatible with highways standards and the needs of different users.'

14.3 Issue

On occasion, trees, woodlands, hedges and shrubs are affected by development.

We do already have policy DM13, which is a Natural Environment policy and DM8 that relates to Green Infrastructure.

We wonder if a policy on trees, woodlands, hedges and shrubs will further the Authority's aim to preserve the variety, number and quality of trees and woodland within the Broads Authority Executive Area and to ensure that development contributes to the maintenance or enhancement of the tree and woodland cover of the Broads.

14.4 Options

- a) No specific policy. Rely on DM8 and DM13.
- b) Amend policies DM8 and DM13 to include a greater emphasis on trees, woodlands, hedges and shrubs.
- c) Have a new policy on the subject of trees, woodlands, hedges and shrubs. This would include management, maintenance and protection of existing trees, woodlands, hedges and shrubs, as appropriate, or creation of new areas for trees, woodlands, hedges and shrubs.

Question 11: Do you have any thoughts on trees, woodlands, hedges and shrubs and how we address these in the Local Plan?

15. Peat

15.1 Introduction

In the last Local Plan, we introduced a policy relating to peat. The aim of the policy was to reduce the amount of peat excavated and to ensure that any peat that is excavated and/or disposed of is treated in a way that addresses its special qualities. We also have a [guide](#) relating to the excavation of peat.

Peat is an abundant soil in the Broads and an important asset, providing many ecosystem services, including food production:

- a) **Climate change:** The soils formed by the Broads wetland vegetation store 38.8 million tonnes of carbon¹⁵. Peat soils release previously stored carbon when they are dry. Peat, if dried out, can emit 174kg of CO₂ per cubic metre of peat.
- b) **Biodiversity:** Peat soils support internationally important fen, fen meadow, wet woodland and lake habitats. At least 500 species are primarily associated with peat habitats in the Broads (source: Broads Biodiversity Audit). It is critical that development avoids impacts on irreplaceable habitats.
- c) **Archaeology:** Historic England has identified the Broads as an area of exceptional waterlogged heritage. Because of the soil conditions in the Broads, there is great potential for archaeology to be well preserved, giving an insight into the past.
- d) **Palaeoenvironments:** The peat has accumulated over time and thus incorporates a record of past climatic and environmental changes that can be reconstructed.
- e) **Water:** Peat soils help prevent flooding by absorbing and holding water like a sponge (peat holds 20 times its own weight in water) as well as filtering and purifying water.

15.2 Issue

The Sixth Assessment Report of the Intergovernmental Panel on Climate Change (IPCC) warns that the world is heading for temperature rises above 1.5°C as we witness widespread extreme weather and other changes likely to be irreversible for centuries to millennia.

Peat is a finite resource, taking thousands of years to develop under the right conditions. Indeed, the Government's Peat Action Plan (May 2021)¹⁶ states how important it is to keep peat wet, refers to how to restore peat as well as protect peatlands.

Given the impact of carbon dioxide release and loss of habitat, and as these are related to peat locally as set out above, we wonder if there is reason to take a firmer stance on the excavation of peat, particularly large-scale peat extractions and multiple small-scale excavations (for their cumulative impacts). And then, when peat is excavated, that there is a stronger stance of disposing of the peat so it remains wet and does not release carbon dioxide.

¹⁵ NCA Profile 80, Natural England and the Broads Authority's Carbon Reduction Strategy: www.broads-authority.gov.uk/data/assets/pdf_file/0011/400052/Carbon-reduction-strategy.pdf

¹⁶ [England Peat Action Plan \(publishing.service.gov.uk\)](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/98444/England_Peat_Action_Plan.pdf)

15.3 Options

- a) Do not have a policy on peat/reduce the requirements in the current policy.
- b) Do not the change the approach as set out in policy and in the guide – so roll forward current approach.
- c) Change the emphasis so there is a stronger requirement to dispose of peat in a way that prevents it drying out. The current approach to excavating peat would be continued.
- d) Change the emphasis to reduce significantly the amount of peat excavated in the first place by making the policy stance stronger. This could be through a presumption against the excavation of peat. That being said, there would need to be circumstances where some small-scale development would be considered, perhaps using set criteria and following the mitigation hierarchy. The current approach to disposing of excavated peat would be continued.
- e) Combine options B and C – so that less peat is excavated and for any that is excavated, there is a stronger requirement to dispose of peat in a way that prevents it drying out.
- f) Potentially look into creating areas for new peat. This will take many years of course and the land would need to be found. But the Local Plan could express strong support for such a scheme.

Question 12: Do you have any thoughts on protecting peat? Do you have any thoughts on the options listed above?

16. Energy Efficiency of the existing housing stock

16.1 Introduction

When new buildings are built, they will need to meet the Building Regulations that are in place at the time of the build. In terms of replacement dwellings, they will likely result in an improvement in the energy performance of the building, compared to what was there before. Sections [29.3](#) and [29.4](#) explore energy performance of new build.

16.2 Issue

Local Plans and policies can influence buildings that are yet to be built but many more buildings have already been built. We would like to explore how we can influence existing buildings to use less energy and use energy wiser.

In the past, there have been grants from the Government or local authorities that aid with aspects of building energy performance like insulation and boilers. Recently, there was the Green Homes Grant scheme¹⁷.

Question 13: Do we need to do more about the existing housing stock?

On occasion, applicants propose extending their existing buildings. The extensions will be built to the Building Regulations in place at the time of construction¹⁸ and so the extension may well use much less energy than the existing main dwelling.

Question 14: Is there scope to require an existing building that is to be extended to use less energy?

16.3 Permitted development

There are some types of extension that do not need planning permission and so any policy approach would not apply to those schemes.

16.4 Energy Performance Certificates

Energy Performance Certificates (EPCs) tell you how energy efficient a building is and give it a rating from A (very efficient) to G (inefficient). They'll tell you how costly it will be to heat and light your property, and what its carbon dioxide emissions are likely to be. An EPC also includes information on what the energy efficiency rating could be if you made the

¹⁷ [Green Homes Grant: make energy improvements to your home - GOV.UK \(www.gov.uk\)](#)

¹⁸ Broadly, the Part L requirements apply to buildings, or extensions of such buildings (except those of Class 7 type (see below)), or the carrying out of any work to or in connection of any such building or extension where the building:

- is a roofed construction having walls; and
- uses energy to condition the indoor climate

Source: [Exemptions from building regulations | Building Regulations | Planning Portal](#)

Class 7: The extension of a building by the addition at ground level of—

(a) a conservatory, porch, covered yard or covered way; or

(b) a carport open on at least two sides;

where the floor area of that extension does not exceed 30m², provided that in the case of a conservatory or porch which is wholly or partly glazed, the glazing satisfies the requirements of Part N of Schedule 1

Source: [The Building Regulations 2010 \(legislation.gov.uk\)](#)

recommended improvements and highlights cost effective ways to achieve a better rating¹⁹. Of course, if the EPC already rates the building as efficient, there may not be a requirement to move up the EPC ratings²⁰.

Question 15: Is there potential to require a building that is to be extended to improve its EPC level – perhaps it is required to move up one level on the EPC ratings?

16.5 Buildings that may be difficult to make more energy efficient/use less energy

The age and style of buildings in the Broads is varied. As such, it may be that some buildings are harder to make more energy efficient than others; perhaps they are designed to have the very ventilation that some energy efficiency measures may seek to address for example. This would be an area to explore if a policy approach is taken forward.

16.6 Benefits to occupier

Improving energy efficiency and reducing operational carbon emissions has the benefit of lowering utility bills for occupants.

16.7 Options

- a) A: Do not seek to address the energy efficiency of the existing housing stock through the Local Plan – instead, rely on any Local or National Government approaches.
- b) B: Require the building to move up the EPC rating.
- c) C: Require that a certain percentage of the budget spent on the extension is spent on improving the energy performance of the existing building.

Question 16: Do you have any thoughts on this issue? Do you have any preference on the options listed above? Are there any other options to consider?

¹⁹ [Guide to Energy Performance Certificates - Energy Saving Trust](#)

²⁰ Access to Energy Performance Certificates and Display Energy Certificates data for buildings in England and Wales: [Energy Performance of Buildings Data England and Wales \(opendatacommunities.org\)](#)

17. Flood resilience of existing dwellings

17.1 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.

17.2 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*'.

17.3 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.

17.4 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'.

There is also [Improving property level flood resilience: Bonfield 2016 action plan](#) This action plan sets out recommendations from the Property Level Flood Resilience Roundtable, chaired by Peter Bonfield. In 2015, the roundtable was asked to look at ways to help people

protect their property and businesses from the effects of flooding. This action plan sets out what the group has done so far, what it plans to do in the future, and its recommendations to government.

17.5 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).

Question 17: Do you have any thoughts on this issue?

18. Wind energy

18.1 Introduction

Currently, the National Planning Policy Guidance (NPPG)²¹ 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.

In the [British Energy Security Strategy](#) (April 2022) says 'In the more densely populated England, the Government recognises the range of views on onshore wind. Our plans will prioritise putting local communities in control. We will not introduce wholesale changes to current planning regulations for onshore wind but will consult this year on developing local partnerships for a limited number of supportive communities who wish to host new onshore wind infrastructure in return for benefits, including lower energy bills. The consultation will consider how clear support can be demonstrated by local communities, local authorities and MPs'. We will keep informed of any changes.

18.2 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

²¹ [Renewable and low carbon energy - GOV.UK \(www.gov.uk\)](#)

most of the Broads is sensitive to wind turbines, with the least impact (low to 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 areas 10 and 11 for wind turbines in the Local Plan is not appropriate'*.

Question 18: Do you have any thoughts on our current approach?

18.3 What do other Local Planning Authorities do?

The [South Downs National Park Local Plan](#) (2019) doesn't designate areas for wind turbines, 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.

Question 19: Do you have any thoughts on wind turbines and the Broads?

19. Local Green Space

19.1 The NPPF and Local Green Space

The NPPF says 'designation of land as Local Green Space through local and neighbourhood plans allows communities to identify and protect green areas of particular importance to them'.

19.2 Local Green Space and the current Local Plan and Neighbourhood Plans

In the Local Plan for the Broads 2019, we allocate some areas as Local Green Space. These are listed below and can be found [here](#).

- Bridge Green, Potter Heigham
- Chedgrave Common
- Part of Waveney Meadow that is not open space, Puddingmoor, Beccles
- Land surrounding Beccles Rowing Club, Off Puddingmoor, Beccles
- The Stone Pit, Station Road, Geldeston
- The playing field, Station Road, Geldeston

We are aware that Neighbourhood Plans that are in production or adopted often identify and allocate Local Green Spaces. We do not need to repeat those allocations in the Local Plan as Neighbourhood Plan policies have the same weight as Local Plan policies.

19.3 Would you like to propose any other areas as Local Green spaces?

But are there any other areas that you think meet these criteria that you would like us to consider as Local Green Spaces? If so, please fill out the nomination form at [Appendix 3](#).

For a site to potentially be allocated a Local Green Space in the emerging Local Plan, nominations need to meet the following criteria:

- a) in reasonably close proximity to the community it serves;
- b) demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife;
- c) local in character and is not an extensive tract of land.

The NPPF also says;

- d) Designating land as Local Green Space should be consistent with the local planning of sustainable development and complement investment in sufficient homes, jobs and other essential services; and

- e) Local Green Spaces should only be designated when a plan is prepared or updated, and be capable of enduring beyond the end of the plan period.

Question 20: If you would like to nominate a local green space, please fill out the form at [Appendix 3](#).

If we get any nominations for Local Green Space, we will do the following:

- a) Undertake site visits
- b) May contact neighbours for their thoughts
- c) Ask the local Parish/Town Council for their thoughts on the nomination.
- d) Contact the relevant district council for their thoughts
- e) Check adopted/emerging Neighbourhood Plans to ensure there is no repetition.
- f) Check adopted/emerging Local Plans to see if any nominations are already protected as open space.

20. Quay heading in front of quay heading

20.1 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 its 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.

20.2 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.

20.3 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.

20.4 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.

20.5 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.

20.6 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 identified 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.

Question 21: Do you have any comments on the issue of quay heading in front of quay heading?

21. Water efficiency of new dwellings

21.1 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 sector²².

21.2 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’.

21.3 Emerging policy for Greater Cambridge

We are aware that Greater Cambridge are considering going further than the optional standard for water usage of 110 l/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 80 l/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’.

21.4 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 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](#)

²² [Meeting our Future Water Needs: a National Framework for Water Resources](#) (2020)

[Council](#). This matter is early on in its investigation and the Authority will keep informed of how this issue plays out.

21.5 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.

21.6 Options

- a) Do not set a water efficiency standard – the default would be 125 l/h/d.
- b) Continue the current policy approach of 110 l/h/d
- c) Investigate whether it is reasonable or justifiable to seek a standard that designs for less water a day than 110 l/h/d.
- d) Investigate the potential to require water neutrality.

Question 22: Do you have any thoughts on the issues of water efficiency and the options above?

22. Tranquillity

22.1 What is tranquillity?

It is more than just noise; it is about remoteness and where you feel calm. Maybe few if any people or interruptions. When talking about tranquillity, these are common factors:

- Feeling close to nature and wildlife
- Feeling solitude and remoteness
- Hearing natural sounds
- Seeing unspoilt natural beauty

The Lake District Local Plan defines tranquillity as ‘freedom from the noise and visual intrusion, including light pollution, associated with developed areas, roads, transport and traffic, and areas with intensive recreational activities and other uses that contribute to disturbance’.

22.2 Tranquillity and National Policy

The NPPF refers to tranquillity at paragraph 102b (in relation to Local Green Spaces) and paragraph 185b which says that planning policies and decisions should ‘identify and protect tranquil areas which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason’.

The NPPG refers to tranquillity here: [Noise - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/612222/NPPG-Noise-2019-01-20.pdf)

What factors are relevant if seeking to identify areas of tranquillity?

For an area to justify being protected for its tranquillity, it is likely to be relatively undisturbed by noise from human sources that undermine the intrinsic character of the area. It may, for example, provide a sense of peace and quiet or a positive soundscape where natural sounds such as birdsong or flowing water are more prominent than background noise, e.g. from transport.

Consideration may be given to how existing areas of tranquillity could be further enhanced through specific improvements in soundscape, landscape design (e.g. through the provision of green infrastructure) and/or access.

Paragraph: 008 Reference ID: 30-008-20190722

Revision date: 22 07 2019

22.3 Dark skies and lighting

One aspect of tranquillity is lack of light pollution and good dark skies. The Broads Authority already has a policy relating to dark skies and light pollution which it intends to take forward into the new Local Plan for the Broads.

22.4 What do National Parks do?

Dartmoor National Park Authority has a stand-alone criteria-based policy in their Local Plan. Lake District Local Plan includes tranquillity in its policy that seeks to protect the spectacular landscape. North York Moors has a stand-alone policy with four key issues to consider: visual intrusion, noise, activity levels and traffic generation.

22.5 Tranquillity and the Broads

In the Broads, there are high levels of tranquillity through much of the Broads; in particular, a sense of remoteness in some parts despite these being located close to concentrations of housing and industry. One of the special qualities of the Broads is views, remoteness, tranquillity, wildness and 'big skies'. The Trinity Broads and upper Thurne areas in particular are considered tranquil areas in the Broads.

22.6 Options

- a) Do not address tranquillity specifically in the Local Plan. Rely on other landscape, dark skies and amenity policies that will be in the Local Plan.
- b) Improve the consideration of tranquillity in the Local Plan by including it in related policies, potentially the landscape section of the Local Plan.
- c) A stand-alone, criteria-based policy, following the example of some National Park Authority local plans. The dark skies policy remains a separate policy.
- d) As per option c, but also including the dark skies policy.
- e) Identify tranquil areas/zones with presumption against certain types of development.

Question 23: How do you think we should consider/address tranquillity in the Local Plan?

23. Farm Diversification

23.1 Introduction

Agriculture is one of the main land uses in the Broads. It is an important part of local economy, important to society for the provision of food and is part of the character and vitality of countryside.

We understand that agricultural incomes are susceptible to changes to agricultural policy and political changes, BREXIT and the Payment for public goods schemes. As such, there are lots of factors that tend to be out of farmers' control that can impact income and make farming less viable. As a result, farmers may need to make changes less beneficial to the countryside. We also understand that farmers may want to look at diversification schemes that may provide more certainty and control over the use of land. Farm diversification can assist in making farms more viable and we hope to assist in that. That is why we have policy DM27 Business and Farm Diversification.

Question 24: Do you support this policy approach generally?

The aim of the farm diversification policy is not to facilitate the renting of small parcels of land to separate individuals to run separate businesses on. This results in the fragmentation of farm holdings and inappropriate development in the countryside that would not be acceptable under other policies in the Local Plan. This is not farm diversification but subdivision of the farm holding.

Question 25: Do you have any thoughts on this particular issue (subdivision/fragmentation) in relation to farm diversification? Do you agree that the uses should be linked, so that it remains associated with the farm?

The point of this policy is to help farms to stay viable. We wonder if we need to ask for supporting information on how the diversification project/proposal will enable the farm to be viable. This could be in the form of a viability study. This is important as this policy may allow development which would not otherwise be allowed and so we need to be clear that the scheme will benefit the farm business.

Question 26: Do you have any thoughts on requiring supporting viability information for farm diversification projects? What other information may be required to support applications?

One way of diversifying is through the provision of holiday accommodation. This should be through the conversion of existing buildings converted rather than new build, unless there are particular justifications for this. This is because by converting an existing building, there could be limited landscape impacts and this approach makes use of existing buildings with the associated embodied carbon. New build in the context of this policy covers all structures (including yurts, pods and cabins).

Question 27: Do you have any thoughts on conversion and new build in terms of farm diversification?

In all cases, the diversified uses should only form a subsidiary part of the farming business as a whole and should not prejudice the existing or future agricultural operations. We need to consider and understand the cumulative impact of farm diversification projects on the farm as a whole. We wonder if there is a point where a farm has been diversified enough so the farming aspect is now the subsidiary part of the business.

Question 28: Do you have any thoughts on this particular issue (cumulative impact of farm diversification projects) in relation to farm diversification?

It is important to note that this section only refers to the farm diversification policy. A farmer may wish to undertake development on their farm and submit these proposals under a scheme that is not considered farm diversification. The relevant policies in the Local Plan will then be engaged and used to determine the application.

24. Agriculture development

24.1 Introduction

Agriculture is a key land use in the Broads and is important to the local economy. Indeed, we tend to receive a number of applications each year for development relating to agriculture which does not fall within the scope of Agricultural Permitted Development rights. The current Local Plan has policies relating to rural enterprise dwellings (DM38) and business and farm diversification (DM27). Currently, other types of agriculture development would be assessed against various policies in the Local Plan; we wonder if there is a need for a policy that helps guide agriculture development.

24.2 Issue

Policy DM1 of the current Local Plan relates to development that can impact on the Broads – Major Development. It says ‘for the purposes of this policy, ‘major development’ is defined in this Local Plan as development which has the potential to have a significant adverse impact on the Broads and its special qualities due to the development’s nature, scale and setting’.

With agriculture related development often being at a large scale, it may have an impact on the special qualities of the Broads. On the other hand, agricultural development in some ways typifies the character and appearance of parts of the Broads. Subject to sympathetic siting and design considerations, this type of development can be less visually intrusive than a similar footprint of commercial or residential development. Agricultural development tends not to be exceptional; they tend to be standard buildings. Arguably, agricultural development may pass the tests in DM1 and the NPPF, such as being in the public interest and this being the exceptional circumstance. But perhaps the Local Plan needs a policy specific to agricultural buildings to ensure the assessment is as clear and comprehensive as possible whilst still allowing for sustainable development.

Other potential issues include:

- a) After a few years in place, there may be pressure to convert the agricultural buildings into another use. Whilst the conversion options through PD regulations are limited in the Broads Authority Executive area, is there a need to prove a longer-term financial case for the building?
- b) There are areas of intensive farming in the Broads and the point at which an application is made for new development at a farm might be an opportunity to address issues with an existing site. The development itself may seek to address these issues, but would this be an opportunity to seek wider biodiversity/social etc benefits?
- c) Is there scope for agricultural development to aid in the production of low carbon/renewable energy?

- d) Some agriculture related applications result in new tracks/bridges. Is there scope for these to be open for the public to use?

It therefore seems there is potential for a new policy to cover particular aspects relating to agricultural development in the Broads that also links to the two existing farming related policies of rural enterprise dwellings and business and farm diversification.

24.3 Options

- a) No specific policy. Use existing policies to guide and determine applications for agricultural development.
- b) A new development management policy, specifically on agricultural buildings which would cover design, longevity of use, landscaping and environmental considerations as well as the justification for development and potential benefits through contributions/access/biodiversity/flood improvements.

Question 29. What are your thoughts on the need to address agriculture development in the new Local Plan? Are there any other issues to address if a policy were to be produced?

25. Marketing

25.1 Introduction

Sometimes people want to change the use or redevelop the site. What they want to do may not necessarily be supported by policies.

25.2 Issue

We currently require applicants to market the site/property for a sustained period of 12 months. Some people think this time period is too long.

25.3 What some other Local Planning Authorities require

The table below shows the period used by our six districts and some National Parks. As you can see, the time period is similar, although some are longer and some are shorter.

Local Planning Authority	Policy and Time period	Document/policy
Broadland Council	Policy E2 – retention of employment sites – 12 months. Policy CSU2 – Loss of community facilities or local services - 12-month marketing period.	Development Management DPD (2015)
South Norfolk	<ul style="list-style-type: none"> Policy DM 2.2 Protection of employment sites – evidence not viable and at least 6 months active professional marketing. Policy DM 3.16 Improving the level of community facilities – 6 months. 	Development Management DPD (2015)
North Norfolk	<ul style="list-style-type: none"> Policy E 3 - Employment Development Outside of Employment Areas - 12 months Policy HC 3 - Provision & Retention of Local Facilities – 12 months 	Emerging new Local Plan
East Suffolk	<ul style="list-style-type: none"> Policy WLP8.12 – Existing Employment Areas – 12 months. Policy WLP8.3 – Self Build and Custom Build – 12 months. Policy WLP8.17 – Existing Tourist Accommodation - 12 months. Policy WLP8.22 – Built Community Services and Facilities -12 months. 	Waveney Local Plan (2019)
Great Yarmouth	<ul style="list-style-type: none"> Policy CS6 – Supporting the local economy - Employment – 18 months (although the Local Plan part 2 says a shorter period could be considered with justification). 	Core Strategy Local Plan and Local Plan Part 2 (2021)

Local Planning Authority	Policy and Time period	Document/policy
	<ul style="list-style-type: none"> Community facilitates – the Core Strategy says ‘thorough’ but no timescale but policy C1: Community facilities of the Local Plan part 2 refers to change of use, 12 months Policy H6 - Retention and removal of existing occupationally restricted rural dwellings – 12 months Policy L1: Holiday accommodation areas – change of use of holiday accommodation - one year 	
Norwich City	<ul style="list-style-type: none"> Policy DM20 - Managing change in the primary and secondary retail areas and Large District Centres – 9 months Policy DM22 - Provision and enhancement of community facilities - 9 months 	Development Management DPD (2015)
Exmoor National Park	<ul style="list-style-type: none"> HC-D19 Safeguarding Local Commercial Services and Community Facilities - 12 months. SE-D2 Safeguarding Existing Employment Land and Buildings - 12 months. RT-D3 Safeguarding Serviced Accommodation - 12 months. HC-D12 Replacement of Rural Workers Occupancy Conditions – 12 months 	Local Plan (2017)
Peak district	<ul style="list-style-type: none"> DMS2 Change of use of shops, community services and facilities - 12 months. DME4 Change of use of non-safeguarded, unoccupied or under-occupied employment sites in Core Strategy policy DS1 settlements – 12 months 	Development Management Document (2019)
Dartmoor	<ul style="list-style-type: none"> Policy 3.9 Rural Workers’ Housing – 12 months Strategic Policy 2.8 Conservation of historic non-residential buildings in the open countryside – 6 months Strategic Policy 5.3 Protecting Active Uses in Dartmoor’s Settlements - Retail – 12 months 	Local Plan (2021)

Local Planning Authority	Policy and Time period	Document/policy
	<ul style="list-style-type: none"> Policy 5.5 Tourist accommodation – 12 months 	

Question 30: what are your thoughts about the 12-month marketing period?? Why do you think this? What evidence do you have to support your view?

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26. Sites allocated for change

There are some sites in the current Local Plan that have policies promoting change. These sites may be redundant or seem to have greater potential. The policies identify the site, give an idea of what may be acceptable (subject to the detail and other policies in the Local Plan) and identify criteria that any scheme is required to address. The aim is that by showing that the Broads Authority would be supportive of appropriate schemes in these areas (that reflect the constraints and policies), landowners may improve the site.

The following policies and sites are currently allocated in the Broads:

Site	Policy number	Description	Thrust of policy
Former Loaves and Fishes, Beccles	BEC1	Property is in a good location, was a pub, but now is used for storage.	Support reintroduction of pub, or other land uses subject to passing various tests.
Marina Quays, Great Yarmouth	GTY1	Derelict buildings, with riverside location.	Support for a use that reflects and respects its location and constraints.
Brownfield land off Station Road, Hoveton	HOV3	Interesting building used for storage, unused, maybe even derelict building and vacant plot with temporary use as car park.	Support for retail and residential.
Area of former Bridge Hotel site, Potter Heigham	POT1	Hotel burnt down in 90s, used as a car park. Other uses include sheds and café/restaurant.	Seeking public realm improvements, recreation and tourism uses, potentially holiday accommodation, but in line with policies of the Local Plan.

Question 31: Do you think we should carry on this approach of allocating land for change? Are there any other approaches to consider? Are there any other sites in the Broads that you think could benefit from such an allocation?

27. Changes/standards that may be introduced by the Government

27.1 Introduction

Over the last year or so, there have been consultations or Bills/Acts relating to the following topic areas. It seems that the Government may set standards that development needs to meet. This may be done through building regulations or other legislation/regulations.

27.2 Electric vehicle charging points

27.2.1 Issue

The Government consulted on [Electric vehicle chargepoints in residential and non-residential buildings - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/consultations/electric-vehicle-charging-points-in-residential-and-non-residential-buildings) in July 2019. Essentially, the issue the consultation seeks to address, and one which the Local Plan could have a meanwhile policy on, is the requirement for development to have electric vehicle charging points. Internal combustion engines sales are ending in 2030²³. More generally, petrol or diesel powered cars have significant impacts on climate change and localised air pollution. It is not clear when any changes will be implemented by the Government.

It should be noted that in December 2021, the Government announced²⁴ 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. No details have been announced at the time of writing, but it could be that the issue is addressed through national regulations and may not need to be addressed in the Local Plan. We would still welcome any comments you have.

27.2.2 Approaches elsewhere

We are aware that some Neighbourhood Plans in preparation seek electric vehicle charging points as part of new development. For example, the draft Filby Neighbourhood Plan includes a standard of one electric vehicle charging point per residential parking space.

Some emerging Local Plans also talk about electric charging points. The Greater Norwich Regulation 19 Local Plan asks development to consider technologies like electric vehicle charging points, but does not set a standard. The emerging Great Yarmouth Local Plan encourages provision on all new developments, but does not set a standard. The emerging Dartmoor Local Plan includes the policy and standards as below:

²³ [Consulting on ending the sale of new petrol, diesel and hybrid cars and vans - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/consultations/consulting-on-ending-the-sale-of-new-petrol-diesel-and-hybrid-cars-and-vans)

²⁴ [PM to announce electric vehicle revolution - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/news/pm-to-announce-electric-vehicle-revolution)

Table 4.4 Minimum standards for provision of EVCPs in off-street car parking spaces

Development Type	Electric vehicle charging points (EVCPs)*
New and replacement dwelling(s) with private driveway or garage	1 active EVCP per dwelling
New dwellings with communal car parking	5% of car parking spaces provide active EVCPs 50% of remaining spaces provide passive EVCPs
Non-residential commercial development and public car parks	5% of car parking spaces provide active EVCPs 50% of remaining spaces provide passive EVCPs

* part provision rounded up

All EVCPs should be at least 32 Amps

Policy 4.5(2) Electric Vehicle Charging Points (EVCPs)

All development involving off-street car parking provision should provide electric vehicle charging points (EVCPs) to comply with the standards in Table 4.4. This may be varied only where it is proven essential for development viability.

The [Suffolk County Council Parking Standards](#) (2019) does set standards for electric vehicle provision (see page 68). For developments in Suffolk, this standard could be deferred to. If justified, the Authority could set its own standards that are different to these adopted standards.

For Norfolk, the [standards](#) were adopted in 2007. It is not known if an update is planned. The current standards do not refer to electric vehicles. There is a Norfolk Electric Vehicle Strategy that we are aware of and is discussed [here](#); depending on what the final strategy says, the issue may well be addressed in Norfolk or there could be potential for a standard to be set that applies to development in the Norfolk part of the Broads.

27.2.3 Options

The options therefore seem to be as follows:

- Do not set a standard. Use the Suffolk standard for development in Suffolk. Wait until the Government standard comes in. Wait for the Norfolk standards to be reviewed.
- Use the Suffolk standard and set a standard for the Broads part of Norfolk. This could potentially be the same as the Suffolk standard for ease of application. We would work with Norfolk Highways Authority in setting a standard for the Local Plan. This would effectively be a meanwhile standard, until a Government standard comes in. Also, a meanwhile standard until the Norfolk standards are adopted.
- For Norfolk, encourage the appropriate provision of electric vehicles, rather than rely on standards. The Suffolk standard is in place to use. This would effectively be a meanwhile standard, until a Government standard comes in. Also, a meanwhile standard until the Norfolk standards are adopted.
- Set our own standard for Norfolk and Suffolk parts of the Broads, worked up in liaison with both Highways Authorities. This would effectively be a meanwhile standard, until a Government standard comes in. Depending on what the Norfolk standards say as and when they are in place, we will need to judge which standard takes precedent.

Question 32: Do you have any thoughts on these options in relation to electric vehicle charging points?

27.3 Energy efficiency standard of new dwellings

27.3.1 Issue

The [Future Homes Standard](#) of new dwellings was consulted on in 2019. Generally, this consultation seeks an uplift in the energy efficiency of new homes through changes to Part L (Conservation of fuel and power) of the Building Regulations. 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.

27.3.2 Approaches elsewhere

We are aware that some other recent local plans are introducing their own standard for energy efficiency for new residential dwellings, until a national one is in place. For example, the emerging Greater Norwich Local Plan sets standards for new residential dwellings of a 19% reduction against Part L of the 2013 Building Regulations (amended 2016). The Dartmoor Local Plan refers to a minimum 10% reduction in carbon emissions over Building Regulations Part L 2013, using a fabric-first approach or Association for Environment Conscious Building (AECB) or Passivhaus certification. The Reading Local Plan, adopted in 2019 says all major new-build residential development should be designed to achieve zero carbon homes and all other new build housing will achieve as a minimum a 19% improvement in the dwelling emission rate over the target emission rate, as defined in the 2013 Building Regulations. As and when the Future Homes Standard is in place, these policy approaches may be superseded.

27.3.3 Current approach

The current Local Plan for the Broads addresses energy efficiency of dwellings (DM14) by seeking a fabric first approach, and for schemes of 10 or more, requiring 10% of predicted energy requirements by reducing the overall energy demand in the first place, using energy efficient and conservation measures and then finally by using decentralised and renewable or low-carbon sources for any residual amount.

27.3.4 Options

The options therefore seem to be as follows:

- a) Do not set a standard relating to building efficiency. Wait until the Government standard comes in.
- b) Continue with the current Local Plan approach.
- c) Introduce a standard, up to 19% improvement in the dwelling emission rate over the target emission rate, as defined in the 2013 Building Regulations. The actual rate is likely to affect viability.

- d) Investigate the potential for a net zero standard. Perhaps along the same threshold as the Reading policy, which is major development.
- e) Consider referring to the Association for [Environment Conscious Building](#) (AECB) or [Passivhaus](#) certification, in a similar way to Dartmoor's Local Plan.

Question 33: Do you have any thoughts on these options in relation to energy efficiency standards of new dwellings?

27.4 Energy efficiency standard of new buildings

27.4.1 Issue

[The Future Buildings Standard](#) for non-residential buildings was consulted on in 2021. Generally, it sets out energy and ventilation standards for non-domestic buildings and existing homes and includes proposals to mitigate against overheating in residential buildings. It is not clear when any changes will be implemented by the Government. In December 2021, the Government announced that from June 2022, the Building Regulations will be changed so 'CO2 emissions from new buildings, including offices and shops, must be reduced by 27%.

27.4.2 Approaches elsewhere

Local Plans tend to set [BREEAM](#) standards. The emerging Greater Norwich Local Plan says 'appropriate non-housing development of 500 square metres or above will meet the BREEAM 'Very Good' energy efficiency standard, or any equivalent successor'. The adopted Reading Local Plan says 'all major non-residential developments or conversions to residential are required to meet the most up-to-date BREEAM 'Excellent' standards, where possible and all minor non-residential developments or conversions to residential are required to meet the most up-to-date BREEAM 'Very Good' standard as a minimum'. The emerging Dartmoor Local Plan refers to a minimum 10% reduction in carbon emissions over Building Regulations Part L 2013, using a fabric-first approach or Association for Environment Conscious Building (AECB) or Passivhaus certification.

27.4.3 Current approach

The current Local Plan for the Broads says 'developments of non-housing development over 1,000m² are required to meet or reduce at least 10% of their predicted energy using the hierarchy as set out at a, b and c above, and are encouraged to achieve at least the BREEAM 'Very Good' standard or equivalent'.

27.4.4 Options

The options therefore seem to be as follows:

- a) Do not set a standard relating to building efficiency. Wait until the Government standard comes in.

- b) Continue with the current Local Plan approach, although as set out in [section 27.4](#), there could be a whole-scheme BREEAM approach rather than topic-specific and the threshold could be reduced to be similar to the Greater Norwich Local Plan.
- c) Consider referring to the Association for [Environment Conscious Building](#) (AECB) or [Passivhaus](#) certification, in a similar way to Dartmoor's Local Plan.

Question 34: Do you have any thoughts on these options in relation to energy efficiency standards of new buildings?

27.5 Biodiversity/Environment Net Gain

27.5.1 Issue

The [Environment Act 2021](#) is now in place. One of the parts of the Act is Biodiversity Net Gain. Biodiversity net gain is an approach which aims to leave the natural environment in a measurably better state than beforehand. It is not clear when any changes will be implemented by the Government.

27.5.2 Approaches elsewhere

The emerging Greater Norwich Local Plan says 'it will need to be demonstrated that the gain to biodiversity is a significant enhancement (at least a 10% gain) on the existing situation'. The emerging Reading Local Plan says development should provide a net gain for biodiversity wherever possible, but does not set a standard. The adopted Dartmoor Local Plan has this policy:

Strategic Policy 2.3 Biodiversity Net Gain

1. Development will be required to contribute towards biodiversity enhancement. Biodiversity enhancement should support the National Park's network of wildlife sites and priority habitats and maximise potential for other environmental gains; including soil, water and air quality, natural flood management, carbon sequestration and pollination.
2. Development involving 2 homes, 100m² of non-residential floorspace or a site area of 0.2 Hectares, or more, will be required to deliver 10% biodiversity net gain.
3. Development falling below the threshold in part 2 will be required to make a proportionate on-site contribution to wildlife enhancement in accordance with the thresholds in Table 2.2.
4. Off-site enhancement will only be acceptable where on-site provision is not possible, or it would make a better contribution to improving biodiversity than wholly on-site provision. Financial contributions in lieu will be accepted where it is demonstrated that on- or off-site provision is not possible or the Authority is satisfied it will enable greater environmental benefit.

27.5.3 Current approach

The current Local Plan for the Broads has a detailed policy relating to biodiversity (DM13) and tends to seek enhancements to biodiversity, rather than net gain per se.

27.5.4 Options

The options therefore seem to be as follows:

- a) Do not set a standard relating to biodiversity net gain. Wait until the Government standard comes in. Continue with the current Local Plan approach.
- b) Continue with the current Local Plan approach. Potentially encourage net gain in a similar way to Reading's Local Plan.
- c) Introduce a standard of 10% in a similar way to Greater Norwich and Dartmoor Local Plans. Consider Environmental Net Gain²⁵.

27.6 Accessible Homes

27.6.1 Issue

[Raising accessibility standards for new homes](#)²⁶ was consulted on in 2020. It considers how the existing optional accessible and adaptable standard for homes and the wheelchair user standard are used and whether government should mandate a higher standard or reconsider the way the existing optional standards are used. It is not clear when any changes will be implemented by the Government.

27.6.2 Approaches elsewhere

The emerging Greater Norwich Local Plan says that proposals for major housing development are required to provide at least 20% of homes to the Building Regulation M4(2) standard or any successor. The emerging Great Yarmouth Local Plan says new homes must be built to meet Building Regulation M4(2). The emerging Dartmoor Local Plan says that all new build dwellings should be constructed in accordance with Building Regulations Requirement M4(2) for accessible and adaptable dwellings, or successive regulations, unless evidence demonstrates: a) it is not desirable or possible for planning or environmental reasons; or b) it is not viable. It goes on to say that wheelchair accessible dwellings constructed in accordance with Building Regulation M4(3), or successive regulations, will be encouraged where a specific local need for a wheelchair adaptable or accessible dwelling is identified. And the Reading Local Plan says all new build housing will be accessible and adaptable in line with M4(2) of the Building Regulations. It goes on to say that on developments of 20 or more new build dwellings, at least 5% of dwellings will be wheelchair user dwellings in line with M4(3) of the Building Regulations.

27.6.3 Current approach

The current policy in the Local Plan for the Broads (DM43) says that applicants are required to consider if it is appropriate for their proposed dwelling/ some of the dwellings to be built so they are accessible and adaptable and meet Building Regulation M4(2) and M4(3). If applicants do not consider it appropriate, they need to justify this. For developments of five dwellings or more, 20% will be built to meet Building Regulation M4(2).

27.6.4 Options

The options therefore seem to be as follows:

²⁵ Environmental net gain is the concept of ensuring that infrastructure developers leave the environment in a measurably better state compared to the pre-development baseline. Biodiversity net gain is a narrower measurement that refers only to habitats and is a requirement for achieving environmental net gain.

²⁶ The consultation covers these categories: M4(1) Category 1: Visitable dwellings. M4(2) Category 2: Accessible and adaptable dwellings. M4(3) Category 3: Wheelchair user dwellings.

- a) Wait until the Government standard comes in. Continue with the current Local Plan approach.
- b) Amend the M4(2) threshold so it applies to more schemes in the Broads, subject to viability.
- c) Consider introducing a M4(3) standard, subject to viability.

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28. Design

To follow

29. Development Boundaries

29.1 Introduction

The purpose of a development boundary is to consolidate development around existing built-up communities where there is a clearly defined settlement where further development, if properly designed and constructed, would not be incongruous or intrusive because of the size of the settlement. Development Boundaries have twin objectives of focusing the majority of development towards existing settlements whilst simultaneously protecting the surrounding countryside.

The Local Plan for the Broads currently has four areas where there are development boundaries: Horning, Oulton Broad, Thorpe St Andrew and Wroxham and Hoveton. The current development boundaries are shown on maps that can be found [here](#).

Question 35: Do you have any comments on the current [development boundaries](#) as they are drawn now?

29.2 The Settlement Study (2022)

All settlements which have a significant number of dwellings within the Broads Authority area were assessed for their suitability for a development boundary. The [study](#) identifies the settlements that score highest in the assessment, and therefore have best access to services and facilities and therefore seem to be the best places to direct development.

Question 36: Do you have any comments on the Settlement Study?

29.3 Development boundaries in the New Local Plan

We have looked into each of the highest scoring settlements to further assess the suitability of the settlements for development boundaries. The Development Boundaries Topic Paper can be found [here](#). To summarise each of the highest scoring settlements, see the following table. The settlements highlighted in green currently have development boundaries.

Question 37: Do you have any comments on the Development Boundary Topic Paper?

Settlement	District/Borough	Place in District's Settlement Hierarchy.	Commentary of built up area in the Broads
Norwich City	Norwich	City	The Broads part of Norwich is the river only as it flows through the centre of the City. But to the east, there are some built up areas. Cremorne Lane for example is an area of housing. The Utilities Site is an area of brownfield land that is allocated for mixed use in the current local plan. Close/adjoining the main settlement. Limited impact from flood risk.
Great Yarmouth	Great Yarmouth Borough	Main town	There are some dwellings on Riverwalk, to the south of Bure Park, near to the permission for dwellings and residential moorings. To the north of Gapton Hall Retail Park is some more urban uses, more industrial. Close/adjoining the main settlement. Seems all of the Broads part is at risk of flooding.
Beccles	Waveney	Market Town	To the east of the River Waveney are some dwellings, hotel and the Lido. There is also Hipperson's Boatyard. And Morrison's and fuel station. Close/adjoining the main settlement. Nearer to the road, no risk of flooding, but nearer to the water, flood risk. The incremental impacts of even small-scale developments or activities can ultimately have cumulative adverse effects on the local landscape character
Thorpe St Andrew	Broadland	Fringe Parish	There are areas of housing and pubs. There are development boundaries in place already. Close/adjoining the main settlement. Some of the area at risk of flooding. No obvious changes to the existing development boundary.
Loddon	South Norfolk	Key Service Centre	There are some dwellings along Mill Road and Pyes Mill Road, but these are some distance from the main area of Loddon. There is also the Loddon Boatyard. Other than the boatyard, Mill Road and Pyres Mill Road tends not to be at risk of flooding.
Oulton Broad	Waveney	Main Town	There are areas of housing and pubs and shops. There are development boundaries in place already. The scheme at the former Pegasus boatyard site has permission. Close/adjoining the main settlement. Some of the area at risk of flooding. No obvious changes to the existing development boundary.

Settlement	District/Borough	Place in District's Settlement Hierarchy.	Commentary of built up area in the Broads
Hoveton	North Norfolk	Small Growth Town	There are areas of housing, shops, boatyards and pubs. There are development boundaries in place already. There is also an allocation on Station Road in the current Local Plan. Close/adjoining the main settlement. Some of the area at risk of flooding. No obvious changes to the existing development boundary.
Brundall	Broadland	Key Service Centre	Boatyards and residential to the south of the railway. Entire areas subject to policies in the Local Plan already. Over the railway from the main settlement. Most of the riverside area is at risk of flooding.
Bungay	Waveney	Service Centre	Built up areas to the south of the River Waveney, especially along Bridge Street. Close/adjoining the main settlement. Development likely to have adverse effects on landscape character.
Wroxham	Broadland	Key Service Centre	There are areas of housing, shops, boatyards and pubs. There are development boundaries in place already. Close/adjoining the main settlement. Some of the area at risk of flooding. No obvious changes to the existing development boundary.
Trowse with Newton	South Norfolk	Fringe Parish	Ski centre, campsite and a few dwellings along Whitlingham Lane somewhat separated from the main settlement. Flood risk to the west of the Lane. No obvious extensions to the neighbouring LPA's settlement boundary.
Coltishall	Broadland	Village cluster	Dwellings and pubs along Anchor Street and Wroxham Road somewhat separated from the main settlement. Tends to be limited flood risk away from the river. Quite sensitive having a conservation area etc.
Reedham	Broadland	Village cluster	Dwellings, pubs and retail along the Riverside. Close/adjoining the main settlement. Some flood risk mainly up to the road itself. Visual impacts of built development could detract from the perceived naturalness and tranquillity of the area
Ditchingham Dam	Waveney	Open Countryside	North of the River Waveney, with some dwellings and business park. Over the river from the main settlement of Bungay. Most the area at risk of flood zone 2.

Settlement	District/Borough	Place in District's Settlement Hierarchy.	Commentary of built up area in the Broads
Ditchingham	South Norfolk	Village cluster	Ditchingham Maltings development, with some other dwellings near the Yarmouth Road/Ditchingham Dam roundabout. Also, sports facilities. Over the A143 from the main settlement. Limited flood risk issue – flood zone 2 if there is a risk.
Chedgrave	South Norfolk	Key Service Centre	Dwellings and boatyards to the north of the River Chet, and off Wherry Close. Close/adjoining the main settlement. Flood risk an issue for most of the built-up area.
Horning	North Norfolk	Small growth village	There are areas of housing, shops, boatyards and pubs. There are development boundaries in place already close/adjoining the main settlement. Some of the area at risk of flooding. No obvious changes to the existing development boundary. Capacity issues at Horning Water Recycling Centre a constraint.
Stalham Staithe	North Norfolk	Small Growth Town	There are areas of housing, shops, boatyards and pubs. Over the A149 from the main settlement. Some flood risk nearer the boatyard/river. Proximity of A149, settlement and large boatyards make this area less sensitive. Policy STA1 includes some landscape requirements which would help safeguard landscape character.
Ludham	North Norfolk	Large Growth Villages	Some boatyards and dwellings around Womack Water. Away from the main settlement. Most of the built-up areas are at risk of flooding. Womack water has special qualities which would be vulnerable to further development
Cantley	Broadland	Village cluster	Some dwellings along Station Road which are close/adjoining the main settlement as well as the Sugar Beat Factory. Parts of Station Road and parts of the Factory not at risk of flooding.
Filby	Great Yarmouth	Secondary Village	Dwellings and pubs to the west of Thrigby Road. Generally, the settlement is linear in nature. Generally, nearer the road, no flood risk, but nearer the Broad, tends to be at risk of flooding.

29.4 Development boundaries in the new Local Plan

We are minded at this stage to roll forward the four current development boundaries. We wonder if you have any thoughts on other settlements that could have development boundaries, considering the information in the Development Boundary Topic Paper.

Question 38: Do you have any suggestions for other development boundaries in the Broads? Please explain your suggestion.

29.5 The option of not having development boundaries

We would like to take this opportunity to hear what you think about the option of not having development boundaries, but instead having certain criteria to guide the location of development boundaries.

Question 39: What are your thoughts about not having development boundaries?

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30. Housing, Residential Moorings and Gypsy, Traveller and Travelling Showpeople Need

To follow

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31. Our existing policies

This stage of the Local Plan process is not the stage for consulting on the policies themselves; that will be the next stage. But we want to ask you what you think of the policies that are in place. Please go to the [Local Plan](#)

If you would like to propose some changes, let us know please. It would be good if you told us what changes to which policies you would like to see and why. We cannot guarantee that we will make the change, but we hope to hear your thoughts on what the current policies say. To help us, please provide any evidence to justify your proposed amendment. The following is a list of the adopted policies in the Local Plan, with the page number given first.

24 SP1: DCLG/PINS Model Policy	90 DM29: Sustainable Tourism and Recreation Development
24 DM1: Major Development in the Broads	92 DM30: Holiday Accommodation – New Provision and Retention
27 DM2: Water Quality and Foul Drainage	94 SP13: Navigable Water Space
29 DM3: Boat wash down facilities	95 DM31: Access to the Water
30 DM4: Water Efficiency	96 DM32: Riverbank stabilisation
31 SP2: Strategic Flood Risk Policy	97 SP14: Mooring Provision
31 DM5: Development and Flood Risk	97 DM33: Moorings, mooring basins and marinas.
35 DM6: Surface water run-off	101 SP15: Residential development
40 DM7: Open Space on land, play, sports fields and allotments	106 DM34: Affordable Housing
42 DM8: Green Infrastructure	110 DM35: Residential Development within Defined Development Boundaries
45 SP3: Climate Change	113 DM36: Gypsy, Traveller and Travelling Show People
46 DM9: Climate Smart Checklist	115 DM37: New Residential Moorings
48 SP4: Soils	119 DM38: Permanent and Temporary Dwellings for Rural Enterprise Workers
49 DM10: Peat soils	121 DM39: Residential Ancillary Accommodation
52 SP5: Historic Environment	123 DM40: Replacement Dwellings
53 DM11: Heritage Assets	124 DM41: Elderly and Specialist Needs Housing
56 DM12: Re-use of Historic Buildings	125 DM42: Custom/self-build
59 SP6: Biodiversity	127 DM43: Design
59 DM13: Natural Environment	131 SP16: New Community Facilities
64 DM14: Energy demand and performance	131 DM44: Visitor and Community Facilities and Services
65 DM15: Renewable Energy	134 DM45: Designing Places for Healthy Lives
67 SP7: Landscape Character	135 DM46: Safety by the Water
67 DM16: Development and Landscape	137 DM47: Planning Obligations and Developer Contributions
68 DM17: Land Raising	139 DM48: Conversion of Buildings
69 DM18: Excavated material	140 DM49: Advertisements and Signs
70 DM19: Utilities Infrastructure Development	141 DM50: Leisure plots and mooring plots
71 DM20: Protection and enhancement of settlement fringe landscape character	142 DM51: Retail development in the Broads.
73 DM21: Amenity	144 ACL1: Acle Cemetery Extension
74 DM22: Light pollution and dark skies	146 ACL2: Acle Playing Field Extension
75 SP8: Getting to the Broads	147 BEC1: Former Loaves and Fishes, Beccles
76 SP9: Recreational Access around the Broads	147 BEC2: Beccles Residential Moorings (H. E. Hipperson's Boatyard)
77 DM23: Transport, highways and access	148 BRU1: Riverside chalets and mooring plots
79 DM24: Recreation Facilities Parking Areas	150 BRU2: Riverside Estate Boatyards, etc., including land adjacent to railway line
81 SP10: A prosperous local economy	150 BRU3: Mooring Plots
81 SP11: Waterside sites	151 BRU4: Brundall Marina
82 DM25: New Employment Development	
83 DM26: Protecting General Employment	
85 DM27: Business and Farm Diversification	
86 DM28: Development on Waterside Sites	
89 SP12: Sustainable Tourism	

152 BRU5: Land east of the Yare public house	184 OUL2: Oulton Broad - Former Pegasus/Hamptons Site
152 BRU6: Brundall Gardens	185 OUL3: Oulton Broad District Shopping Centre
153 CAN1: Cantley Sugar Factory	188 POT1: Bridge Area
155 CHE1: Greenway Marine Residential Moorings	189 POT2: Waterside plots
156 DIL1: Dilham Marina (Tyler's Cut Moorings)	190 POT3: Green Bank Zones
157 DIT1: Maltings Meadow Sports Ground, Ditchingham	190 SOL1: Riverside area moorings
158 DIT2: Ditchingham Maltings Open Space, Habitat Area and Alma Beck	191 SOM1: Somerleyton Marina residential moorings
159 FLE1: Broadland Sports Club	193 STA1: Land at Stalham Staithe (Richardson's Boatyard)
160 GTY1: Marina Quays (Port of Yarmouth Marina)	194 STO1 Land adjacent to Tiedam, Stokesby
161 HOR1: Car Parking	195 TSA1: Cary's Meadow
162 HOR2: Horning Open Space (public and private)	196 TSA2: Thorpe Island
162 HOR3: Waterside plots	198 TSA3: Griffin Lane – boatyards and industrial area
163 HOR4: Horning Sailing Club	199 TSA4: Bungalow Lane – mooring plots and boatyards
164 HOR5: Crabbett's Marsh	200 TSA5: River Green Open Space
165 HOR6: Horning - Boatyards, etc. at Ferry Rd. & Ferry View Rd.	200 THU1: Tourism development at Hedera House, Thurne
166 HOR7: Woodbastwick Fen moorings	202 WHI1: Whitlingham Country Park
167 HOR8: Land on the Corner of Ferry Road, Horning	203 SSTRI: Trinity Broads
168 HOR9: Horning Residential Moorings (Ropes Hill)	204 SSUT: Upper Thurne
170 HOV1: Green Infrastructure	205 SSCOAST: The Coast
171 HOV2: Station Road car park	206 SSROADS: Main road network
171 HOV3: Brownfield land off Station Road, Hoveton	207 SSMILLS: Drainage Mills
173 HOV4: BeWILDerwood Adventure Park	209 SSPUBS: Waterside Pubs Network
175 HOV5: Hoveton Town Centre	211 SSSTATIONS: Railway stations/halts
178 LOD1: Loddon Marina Residential Moorings.	211 SSSTRACKS: Former rail trackways
179 NOR1: Utilities Site	213 SSLGS: Local Green Space
182 NOR2: Riverside walk and cycle path	213 SSSTAITHES: Staithes
182 ORM1: Ormesby waterworks	214 SSA47: Changes to the Acle Straight (A47T)
183 OUL1: Boathouse Lane Leisure Plots	

Question 40: Do you have any comments on the current policies in the Local Plan? If so, please let us know your thoughts.

33.Next steps

The consultation runs from xxx to xxx. At the end of the consultation period, we will collate and respond to all the comments received. We will then use them to help shape the next stage of the Local Plan, the Preferred Options version. The Preferred Options will include policies and talk about other options considered.

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Appendix 1: Privacy notice

Personal data

The following is to explain your rights and give you the information you are entitled to under the Data Protection Act 2018. Our Data Protection Policy can be found [here](#).

The Broads Authority will process your personal data in accordance with the law and in the majority of circumstances this will mean that your personal data will be made publicly available as part of the process. It will not however be sold or transferred to third parties other than for the purposes of the consultation.

1. The identity of the data controller and contact details of our Data Protection Officer

The Broads Authority is the data controller. The Data Protection Officer can be contacted at dpo@broads-authority.gov.uk or (01603) 610734.

2. Why we are collecting your personal data. Your personal data is being collected as an essential part of the consultation process, so that we can contact you regarding your response and for statistical purposes. We may also use it to contact you about related matters. We will also contact you about later stages of the Local Plan process.

3. Our legal basis for processing your personal data. The Data Protection Act 2018 states that, as a Local Planning Authority, the Broads Authority may process personal data as necessary for the effective performance of a task carried out in the public interest, i.e. a consultation.

4. With whom we will be sharing your personal data. Your personal data will not be shared with any organisation outside of MHCLG. Only your name and organisation will be made public alongside your response to this consultation. Your personal data will not be transferred outside the EU.

5. For how long we will keep your personal data, or criteria used to determine the retention period. Your personal data will be held for 16 years from the closure of the consultation in accordance with our Data and Information Retention Policy. A copy can be found here <http://www.broads-authority.gov.uk/about-us/privacy>.

6. Your rights, e.g. access, rectification, erasure. The data we are collecting is your personal data, and you have considerable say over what happens to it. You have the right:

- a) to see what data we have about you
- b) to ask us to stop using your data, but keep it on record
- c) to ask to have all or some of your data deleted or corrected
- d) to lodge a complaint with the independent Information Commissioner (ICO) if you think we are not handling your data fairly or in accordance with the law. You can contact the ICO at <https://ico.org.uk/>, or telephone 0303 123 1113.

7. Your personal data will not be used for any automated decision making.

Appendix 2: List of Parishes in the Broads

To follow

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Appendix 3: Local Green Space Nomination Form

To follow

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