

Planning Committee

AGENDA

Friday 29 May 2015

10.00am

- | | Page |
|--|--------|
| 1. To receive apologies for absence and introductions | |
| 2. To receive declarations of interest | |
| 3. To receive and confirm the minutes of the previous meeting held on 1 May 2015 (herewith) | 3 – 13 |
| 4. Points of information arising from the minutes | |
| 5. To note whether any items have been proposed as matters of urgent business | |

MATTERS FOR DECISION

- | | |
|--|---------|
| 6. Chairman's Announcements and Introduction to Public Speaking
Please note that public speaking is in operation in accordance with the Authority's Code of Conduct for Planning Committee. Those who wish to speak are requested to come up to the public speaking desk at the beginning of the presentation of the relevant application | |
| 7. Request to defer applications included in this agenda and/or to vary the order of the Agenda
To consider any requests from ward members, officers or applicants to defer an application included in this agenda, or to vary the order in which applications are considered to save unnecessary waiting by members of the public attending | |
| 8. To consider applications for planning permission including matters for consideration of enforcement of planning control:

BA/2014/0284/COND Silver Dawn, Horning Reach, Horning | 14 – 22 |
| 9. Riverbank Stabilisation and Mooring Guide Consultation Version
Report by Planning Policy Officer (herewith) | 23 – 37 |

10.	Brundall Neighbourhood Plan: Proceeding to Consultation Report by Planning Policy Officer (herewith)	Page 38 – 76
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MATTERS FOR INFORMATION

11.	Enforcement Update Report by Head of Planning (herewith)	77 – 81
12.	Appeals to the Secretary of State Update Report by Administrative Officer (herewith)	82 – 83
13.	Decisions made by Officers under Delegated Powers Report by Director of Planning and Resources (herewith)	84 – 86
14.	To note the date of the next meeting – Friday 26 June 2015 at 10.00am at Yare House, 62-64 Thorpe Road, Norwich	

Broads Authority

Planning Committee

Minutes of the meeting held on 1 May 2015

Present:

Dr J M Gray – in the Chair

Mr M Barnard
Miss S Blane
Prof J Burgess
Mr N Dixon
Mr C Gould

Mrs L Hempsall
Mr R Stevens
Mr J Timewell
Mr P Warner

In Attendance:

Mrs S A Beckett – Administrative Officer (Governance)
Mr S Bell – For Solicitor
Mr B Hogg – Historic Environment Manager
Ms A Long – Director of Planning and Resources
Ms A Macnab – Planning Officer
Mr G Papworth – Planning Assistant
Ms C Smith – Head of Planning

Members of the Public in attendance who spoke:

BA/2015/0055/COND Model Aircraft Flying Ground, St Marys Road, Aldeby

Mr Richard Smith on behalf of Applicant

BA/2015/0084/FUL Icecream Parlour, Norwich Road, Hoveton

Mr Nick Stone Applicant

BA/2015/0087/FUL Cary's Meadow, Thorpe Road, Thorpe St Andrew

Mr Mark King On behalf of Applicant

11/1 Apologies for Absence and Welcome

The Chairman welcomed everyone to the meeting particularly members of the public.

Apologies were received from Mr G Jermany.

11/2 Declarations of Interest

The Chairman declared a general interest on behalf of all members in relation to Application BA/2015/0087/FUL as this was a Broads Authority application.

Members indicated that they had no other declarations of pecuniary interests other than those already registered and as set out in Appendix 1.

11/3 Minutes: 2 April 2015

The minutes of the meeting held on 2 April 2015 were agreed as a correct record and signed by the Chairman.

11/4 Points of Information Arising from the Minutes

None reported.

11/5 To note whether any items have been proposed as matters of urgent business

No items had been proposed as matters of urgent business.

11/6 Chairman's Announcements and Introduction to Public Speaking

(1) Mr Cyril Durrant

The Chairman announced that the Mr Cyril Durrant, a former member of the Authority (1991 to 2007) who had been Vice-Chairman of the Planning Committee for part of that time had sadly died. The memorial service would be on Wednesday 6 May 2015 at 2.00pm at St Michael's Church Barton Turf.

(2) **Public Speaking**

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

11/7 Requests to Defer Applications and /or Vary the Order of the Agenda

The Chairman had received a request to vary the order of the agenda to take Item 11 on the Diversion of a Public Footpath prior to the applications in light of the availability of the landowner. The Committee agreed.

**Item 11/11 concerning the Public Footpath Diversion was taken at this point.
(See below)**

11/8 Applications for Planning Permission

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

Acting under its delegated powers the Committee authorised the immediate implementation of the decisions.

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

(1) **BA/2015/0055/COND Model Aircraft Flying Ground, St Marys Road, Aldeby**

Variation of Condition 3 on pp BA/2008/0212/CU to allow electric silent flight only on Mondays and Fridays. No Internal Combustion powered planes to be flown. Flying times 10am til dusk

Applicant: Mr Richard Smith

The Planning Officer provided a detailed presentation of the proposals to vary a condition of a previous planning permission to allow additional flying times. Since the original submission of the application the applicant had agreed to reduce the hours so that these would be in line with the hours already permitted during the week to minimise the impact on the amenity of the surrounding area. The application was therefore amended to allow for flying on Mondays and Fridays between the hours of 14.00 to 21.00 hours but for silent flight only between 1 May to 31 August inclusive and for Mondays and Fridays between 13.00 hours to dusk (silent flight only) between 1 September to 30 April inclusive. The previous hours for flying conditioned as part of the previous application would remain the same including the areas of no fly zones. The Planning Officer commented that no complaints had been received by the Authority or Environmental Health since 2005. Although the club was applying to operate over 7 days, the actual amount of flying was more likely to be only an average of 50% of the agreed times due to weather conditions and or member availability.

The Planning Officer drew attention to the consultation responses including two objections and referred to the further consultation responses received since the report had been written from Mr Brown, details of which had been circulated to members and were taken account of in considering the application.

In response to the concerns relating to the effect on wildlife, Natural England had been consulted and had not raised an objection.

Having provided a detailed assessment against the Authority's policies taking account of the main concerns and issues relating to noise, public amenity, highways, and ecology, the Planning Officer concluded that there would be no significant adverse impacts on wildlife or highway safety and the application could be recommended for approval. The imposition of planning conditions including the re-imposition of those on the previous planning permission (BA/2008/0212/CU) would ensure that the proposal would meet the key tests of development plan policy and would be consistent with NPPF advice.

Mr Richard Smith on behalf of the applicants provided clarification and explanation in relation to the potential effects on wildlife, electric craft used and the definition of “silent flight”. He considered that the increase in hours would not have a detrimental impact. He explained that at 7 metres the largest most powerful model craft produced a maximum noise of 74 Db(A) but this would be reduced to approximately 45 DB(A) at 200metres. In open air the ambient noise when not too windy was more likely to be 40Db(A). The maximum noise for internal combustion powered models was 82 Db(A) and only two planes associated with the club could actually reach 74 Db(A).

Members considered that the increase in times over the additional two days would not lead to a significant adverse impact on the environment or generate any unacceptable impact on the amenity of the surrounding rural area or residential properties. They concurred with the officer’s assessment.

Mr Warner proposed, seconded by Mr Dixon and it was

RESOLVED unanimously

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

It is considered that the works are in accordance and consistent with the aims of the development plan policies particularly Policies CS1, CS2, of the Core Strategy (adopted in 2007) and Policies DP1, DP11and DP28, DP29 of the Development Management Plan DPD (2011) and the National Planning Policy Framework (NPPF).

- (2) **BA/2015/0084/FUL Ice Cream Parlour, Norwich Road, Hoveton**
Remove existing wooden window frame and replace with softwood with hardwood sill with 4 lift out panels
Applicant: Mr Nick Stone

The Planning Assistant provided a detailed presentation of the proposal for the removal of the existing timber window frame of a shop previously called Yankee Candy and Soda and replacing it with a softwood timber frame with hardwood timber sill with four lift out panels. The overall size of the window frame would remain the same with the purpose of enabling the unit to trade directly to the street for the selling of ice creams. He pointed out that the area directly in front of the premises was privately owned and not part of the public highway and its use was at the discretion of the landowner. The application was before members due to the Local Member calling it in and on the basis of concerns that an expected queue at the hatch would be likely to create a significant risk to pedestrian road safety.

The Planning Assistant referred to the updated consultations received since the report had been written which had been circulated to Members:

- Hoveton Parish Council – no objections
- Highways – suggesting an appropriate condition to ensure the private land was kept clear of any advertising material, barriers or similar obstructions to ensure the area was available for use by customers.

The Planning Assistant explained that the main issues to consider were the principle of the design and the impact on pedestrian safety. He concluded that the development was of a small scale and the design considered to be appropriate in the context of the surrounding area. It was not considered to impact on pedestrian road safety.

Mr Stone, the applicant, explained that he had been operating his business at these premises for some 34 years and this included having an ice-cream cone placed outside in order to advertise the product, which was removed on a daily basis when the shop was closed. To have a condition imposed as suggested by the highway authority would be restrictive to his trade and would be unreasonable particularly in light of the amount of advertising boards on the private land immediately adjacent to nearby establishments from other premises in the vicinity and more specifically adjacent to his own. Customers would still be able to come into the premises to be served rather than be restricted purely to the serving hatches.

Some members were concerned about the potential obstructions to pedestrians and as a consequence of narrowing the footway causing pedestrians to walk in the road and being in danger. They were of the view that a condition should be imposed to restrict advertising material in this location.

Other members considered that it would be unreasonable and unfair to impose such a condition in this area, given that advertising was already prevalent and was also a necessary part of the applicant's business.

Mr Warner proposed, seconded by Mrs Hempsall that the application be approved with conditions and an additional condition, as suggested by the highways authority, that the private land in front of the premises be kept clear of obstruction, and that separately officers negotiate with the applicant on the siting of the ice cream cone used for advertising purposes.

On being put to the vote the motion was lost by 4 votes in favour, 5 votes against.

Prof Burgess proposed, seconded by Mr Barnard that the application be approved in accordance with the officer's recommendation.

RESOLVED by 6 votes in favour to 3 against with one abstention

that the planning application be approved subject to conditions as outlined within the report. The application was considered to be in accordance with development plan policy, in particular Policies CS9 and CS11 of the adopted Core Strategy 2007 and Policies DP4 and DP 11 of the Development Management Plan DPD (2011) as well as Policy HOV4 of the Site Specifics DPD and the National Planning Policy Framework (NPPF).

(3) **BA/2015/0087/FUL Cary's Meadow, Thorpe Road, Thorpe St Andrew, Norwich**

Provision of two angling Platforms, Bank Protection and Landscaping
Applicant: Broads Authority

The Planning Assistant provided a detailed presentation of the application for the provision of further facilities at Carey's Meadow, an area of public open space and marshland designated as a Local Nature Reserve. He explained that since the writing of the report further consultations had been received from Thorpe St Andrew Town Council expressing major concerns about the impact on passing boats especially the new ferry services, rowing and canoe clubs.

The Planning Assistant explained that the angling platforms would be 1.8 metres by 1.8 metres and would not impinge on boating as the river was wide enough and also a quiet stretch. They would be in an area already heavily used by anglers and the proposed bank protection and landscaping would improve the heavily eroded riverside and protect it against further erosion. He considered that the proposals would have a positive impact on the landscape, encourage the use of visitor facilities appropriately, not have an adverse impact on neighbouring amenity or on boating. He therefore concluded that the application could be recommended for approval subject to conditions.

Mr King on behalf of the applicant commented that as a result of the proposals granted planning permission at the previous Planning Committee meeting for the enhancement of the car park (Application BA/2015/0072/FUL Minute 10/8(3)), that the facilities provided would be sufficient to service the proposed enhancements.

Members considered that the application would provide suitable, appropriate and worthwhile enhancements.

Prof Burgess proposed, seconded by Mr Timewell and it was

RESOLVED unanimously

that the application be approved subject to conditions as outlined within the report. The application is considered to be in accordance with the aims of the development plan policies particularly with Policies DP1, DP2, DP4, DP13, DP27 and DP28 of the Development Management Plan DPD (2011), Policy TSA1 of the Site Specifics DPD and the National Planning Policy Framework (NPPF).

11/9 Local Plan Update

The Committee received a report which provided an update on the key issues being examined for the development of the Local Plan. This largely related to Housing, Settlement Hierarchy/Development Boundaries, Light Pollution/Dark Sky status, Riverbank stabilisation, Moorings, Second Homes and Holiday Homes, Economic Development Sustainability Appraisal Scoping Report and Statement of Community Involvement as well as an assessment of the Existing Policies.

It was noted that the work had started on the research phase of the Local Plan. It was noted that the first round on the consultation draft issues and options was likely to be towards the end of 2015.

Members were reassured that due regard would be given to the Disabilities Discrimination Act and that there would be sufficient policies and assessments within the emerging local plan to take account of this.

With regard to housing, under the requirements of the NPPF, the Authority was now required to assess its own housing need within the area but not necessarily meet the need. This would be assessed in association with the District Authorities as part of the Duty to Co-operate.

RESOLVED

that the report be noted and welcomed.

11/10 Duty to Cooperate: Norfolk Non-Strategic Shared Statutory Framework and Duty to Cooperate Member Group

The Committee received a report relating to the Duty to Cooperate and in particular the progress on the Norfolk Non-Strategic Shared Statutory Framework being developed and the proposed amendments to the Duty to Cooperate Forum Terms of Reference. Members noted that the sums proposed to be committed had been included within the existing Planning Policy Budgets and were considered to be reasonable and good value. Members were pleased to note that the Authority was making a positive contribution demonstrated by the inclusion of environmental resources based issues.

RESOLVED

- (i) that £7,500 in 2015/16 and £5,000 in 2016/17 be committed to the production of the NSSF;
- (ii) that the proposed scope, timeline and process included in the Strategic Framework be supported as set out in Appendix A of the report;
- (iii) that the amendments to the Terms of Reference (Appendix B of the report) be supported; and
- (iv) that the Vice-Chairman of the Planning Committee be appointed as a substitute to the Chairman of Planning Committee to represent the Broads Authority on the Forum if required.

11/11 Public Footpath Diversion (Item taken following 11/7)

The Committee received a report relating to the proposed permanent diversion of the public right of way on foot at Oby to enable the development and use of a new boat dyke following the granting of planning permission for flood defence works from Boundary Farm Dyke to Stokesby in 2010 and use of a new boat dyke granted permission in 2013. The diverted footpath would then run south of the new mooring dyke and would be of a similar surface to that which already existed. The approval of the diversion was to be in accordance with Section 257 of the Town and Country Planning Act 1990 as amended.

RESOLVED unanimously

that the diversion for the public right of way on foot be agreed as being necessary to enable the approved development (Application BA/2013/0138/FUL) to be carried out and that officers be given authority to make any orders necessary to divert the public footpaths in the Boundary Dyke area as referred to in the report.

11/12 Local List Adoption: Waterside Chalets

The Committee received a report which contributed to the management of the historic landscape of the Broads and provided it with the opportunity to consider the formal adoption of 58 Waterside Chalets on the Local List as recommended by officers and by the Heritage Asset Review Group. (HARG). The identification and formal adoption of Locally Listed Buildings was in line with Government Guidance and was a continuing process. Members noted the details and the considerations of the HARG including the sensitivities associated with some of the properties and endorsed its recommendations.

The Committee commended Kayleigh Wood for her excellent work on the Local List which had formed part of her dissertation for her MSc in Building Conservation.

RESOLVED to include RECOMMENDATION to the Authority (i)

- (i) that the (58 Waterside Chalets) buildings recommended for inclusion on the Broads Local List be formally adopted by the Authority at its July meeting and the owners notified.
- (ii) that the amount of information to be made available on the Authority's website be limited to a list of properties with only the parish and brief synopsis of significance with the additional detailed information being held by officers only.
- (iii) Options for a formal recognition of inclusion on the Local List, such as a plaque scheme be agreed and that it be optional for owners.
- (iv) A further report be brought to Members regarding those chalets considered suitable for inclusion on the National List following further survey and assessment work.

11/13 Heritage Asset Review Group – notes from meeting held on 2 April 2015

The Committee received the notes from the Heritage Asset Review Group meeting held on 2 April 2015 which included the deliberations on the Local List as well as an update on the Landscape Partnership Project bid to the Heritage Lottery Fund, progress on which would be provided to the full Authority on 15 May 2015.

RESOLVED

that the minutes be received.

11/14 Enforcement Update

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

RESOLVED

that the report be noted.

11/15 Appeals to Secretary of State Update

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

RESOLVED

That the report be noted.

11/16 Decisions Made by Officers under Delegated Powers

The Committee received a schedule of decisions made by officers under delegated powers 23 March 2015 to 21 April 2015.

RESOLVED

that the report be noted.

11/17 Circular 28/83: Publication by Local Authorities of Information about the Handling of Planning Applications for the quarter ending 31 March 2015

The Committee received the report with set out the development control statistics for the quarter ending 31 March 2015. It was noted that the Authority was dealing with applications within Government targets and officers were to be commended.

RESOLVED

that the report be noted.

11/18 Date of Next Meeting

The next meeting of the Planning Committee would be held on Friday 29 May 2015 starting at 10.00 am at Yare House, 62- 64 Thorpe Road, Norwich,

The meeting concluded at 12.23 pm.

CHAIRMAN

Code of Conduct for Members

Declaration of Interests

Committee: **Planning** 1 May 2015

Name	Agenda/ Minute No(s)	Nature of Interest (Please describe the nature of the interest)
All Members	11/8(3)	Application BA/2014/0087//FUL As Members of the Broads Authority
Mike Barnard	11/13	District Councillor for Oulton Broad Conservation Area

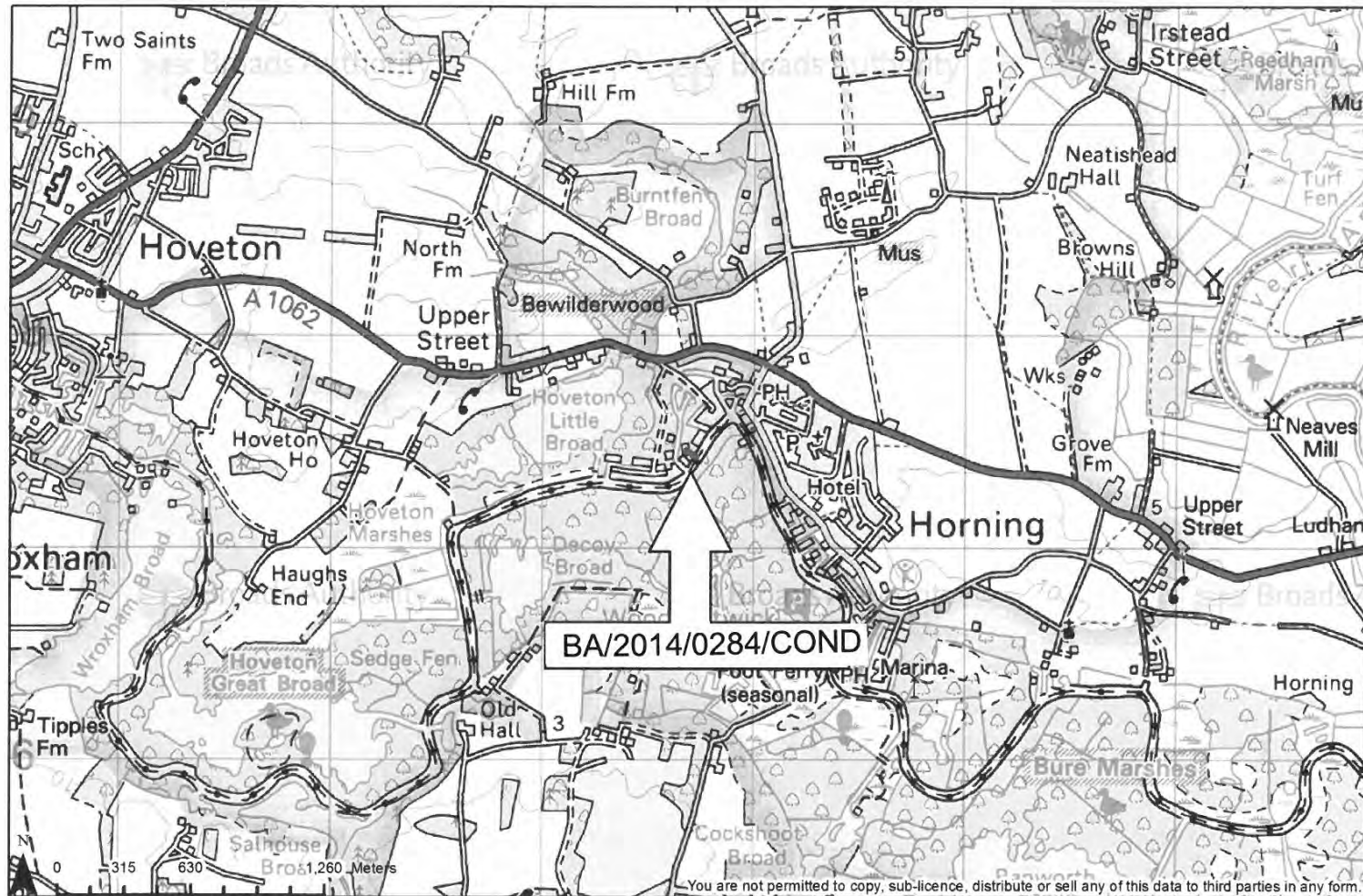
Reference

BA/2014/0284/COND

Location

Silver Dawn, Horning Reach, Horning

BA/2014/0284/COND Silver Dawn, Horning Road, Horning. Proposed Variation of conditions 2 and 10 of Permission BA/2012/0056/FUL - amendment to windows to be obscure glazed



Application for Determination

Parish	Horning		
Reference	BA/2014/0284/COND	Target date	18 June 2015
Location	Silver Dawn, Horning Reach, Horning		
Proposal	Proposed variation of conditions 2 and 10 of permission BA/2012/0056/FUL - amendment to windows to be obscure glazed		
Applicant	Mr Nick Barrett		
Recommendation	Approve subject to conditions		
Reason for referral to Committee	Third party objections		

1 Description of Site and Proposals

- 1.1 The site is a dwellinghouse Silver Dawn, Woodlands Way, Horning Reach, Horning. The development along Woodlands Way consists of single storey and storey and a half dwellings fronting the river along the western bank of the Bure to the southwest of Horning village. A replacement dwelling and new car port were permitted on the site in 2012 (BA/2012/0056/FUL) and this development is largely complete, although not yet occupied.
- 1.2 The replacement four bedroom dwelling fronts the river, it is storey and a half in scale and relatively lightweight and contemporary in design. The river elevation of the dwelling is almost exclusively glazed, set in a timber frame, and there is a first floor balcony which a bedroom and bathroom have doors opening on to. The rear elevation has full height windows and doors to one bedroom and one bathroom on each of the two floors. At first floor level, these doors open to Juliet balconies.
- 1.3 The approved plans for the dwelling indicate that all bathrooms and the first floor bedrooms would have obscured glazing to the windows and doors. The degree of obscurity was shown to be graduated up the windows and doors, so the upper half would have increasingly clearer glazing to allow for views out. The obscured glazing shown on the submitted and approved drawings was part of the applicant's proposal; it was not required or requested by the Local Planning Authority.

- 1.4 Condition 2 of the 2012 permission (BA/2012/0056/FUL) requires the development to be carried out in accordance with the submitted drawings and documents, including visuals which illustrated the obscured glazing, and condition 10 of the permission requires this obscured glazing to be installed to all first floor windows on the southeast (river) and northwest (rear) elevations and to the ground floor bathroom on the northwest elevation. It also requires the obscuration to be equivalent to Pilkington level 5 and installed in accordance with the graduated design shown on the submitted visuals. Condition 10 was applied 'To prevent undue loss of privacy to the neighbouring property, in accordance with Policy DP28 of the Development Management Policies – Development Plan Document'.
- 1.5 This application proposes varying conditions 2 and 10 of the permission to apply to a revised drawing. This drawing proposes only applying obscured glazing to the ground floor and first floor bathrooms, not to the first floor bedrooms. On the river elevation this would mean the door opening to the balcony from the bathroom and a large adjacent window would have obscured glazing, but that a central full height window to the balcony, a door and an adjacent window, all to a bedroom, would not. On the rear elevation at first floor level, the bedroom and bathroom each have a fully glazed door and slim full height window with a Juliet balcony. The bathroom on the northern side would have obscure glazing and the bedroom to the south would not.
- 1.6 All windows and doors have been fitted and glazed, but no obscuration has been fitted to any openings at the time of writing.

2 Site History

- 2.1 In 2010 planning permission was granted for the installation of a replacement sewage treatment unit (BA/2010/0071/FUL).
- 2.2 In 2012 planning permission was granted for a replacement dwelling and car port (BA/2012/0056/FUL). This application was the subject of a Planning Committee site visit on 3 August 2012 following objections from neighbouring residents.
- 2.3 The above 2012 permission has subsequently been amended twice to make changes to the approved decking and solar panels (BA/2014/0087/NONMAT and BA/2014/0241/NONMAT).
- 2.4 In October 2014, a planning application was submitted seeking to retain an alternative roof material to that which had originally been approved (BA/2014/0369/COND). This application was considered at the December 2014 Planning Committee meeting and was deferred. At the February 2015 Planning Committee meeting Members resolved to refuse the application. The applicant has six months in which to submit an appeal against this decision.

3 Consultation

Broads Society – No objections.

Parish Council – Comments expected by 20 May.

District Member – No response.

4 Representations

- 4.1 Three representations received. The occupiers of Broadshaven, the dwelling immediately to the north, comment that the reasons for condition 10 have not changed and that the full height windows and doors give the bedrooms a large glazed area. The occupiers of Swallows Bank, the dwelling immediately to the south, are also of the opinion that the original reasons for the approval have not changed and that any windows or doors which compromise privacy should be fitted with obscure glazing. The occupier of Kinsail Lodge, three dwellings to the north, comments the windows and doors to the bathrooms must be obscure glass and the bedrooms should remain obscure glass as there are views into these rooms from the road and river.

5 Policies

- 5.1 The following Policy has been assessed for consistency with the NPPF and has been found to lack full consistency with the NPPF and therefore those aspects of the NPPF may need to be given some weight in the consideration and determination of this application. [NPPF](#)

Adopted Development Management Policies (2011)
[DEVELOPMENTPLANDOCUMENT](#)

DP28 – Amenity

6 Assessment

- 6.1 Condition 10 of the 2012 permission required the obscure glazing in order to protect the amenity of the neighbouring properties. In assessing this proposal, the main consideration is whether removing the requirement for obscure glazing to the first floor bedrooms on the river and rear elevations would result in any unacceptable impacts on amenity, contrary to Policy DP28.
- 6.2 The dwelling is one of a row of river-fronting dwellings and has followed the predominant pattern of having the main openings on the river elevation, with fewer, or secondary, openings to the side and rear elevations. In particular, the application dwelling is one a group of four which have first floor windows in the rear and/or side elevations that either give direct or oblique views of the other dwellings and their curtilages. These dwellings are also open to views from the river and accordingly their curtilage areas fronting the river enjoy very little privacy.
- 6.3 The application proposes retaining obscured glazing to all bathrooms and this is considered appropriate in the interests of the amenity of the

occupants, neighbours and those passing and in accordance with Policy DP28.

- 6.4 The proposal to remove the requirement for obscured glazing to the first floor bedrooms on the river and rear elevations must be considered. As the dwelling has been constructed and the windows have been installed, it has been possible to assess the views from each opening. Due to the orientation of the dwelling, these openings on the river and rear elevations would not result in any direct window-to-window overlooking; any views of neighbouring properties would be at an oblique angle, looking to the side from the windows and doors.
- 6.5 From the first floor bedroom on the river elevation only the riverside curtilages of the dwellings to the immediate north (Broadshaven) and south (Swallows Bank) can be seen. There are no views of the dwellings themselves, only the lawn and boardwalk of Broadshaven and the decked seating area and lawn of Swallows Bank. The direct view is of the river itself and the opposite riverbank which is undeveloped. A large eaves overhang, which covers the balcony, screens views to the sides and the view from the interior standing or sitting at the glass is less than that which can be gained from the balcony – a view which was not considered unacceptable when the replacement dwelling application was approved.
- 6.6 The first floor bedroom at the rear would give a direct view of the rear curtilage of the application dwelling and woodland beyond. Turning to the north, there would be a view over a boundary fence, approximately 1.8 metres high, of the conservatory, kitchen window, decked seating area, lawn and garage of Broadshaven (the dwelling immediately to the north) and also of the side elevation of Thatch Croft, the dwelling beyond that, of which one ground floor and three first floor windows can be seen. The shared mooring cut, lawn, outbuildings and driveway of Swallows Bank (the dwelling immediately to the south) can be seen when looking in that direction.
- 6.7 The proposal to remove the obscure glazing from the two first floor bedrooms would increase views out of these windows and doors when compared to the approved scheme. The graduated design of the approved obscured glazing allows views out at eye level when standing at the face of the glass and both bedrooms have balconies which allow at least standing at the opening when the door is open, so the scheme as approved results in some overlooking.
- 6.8 The affected rooms are both bedrooms, not primary living accommodation, and the views of neighbouring dwellings are only gained when looking out at an oblique angle. These views are predominantly of curtilage which is already overlooked to some extent by other neighbouring dwellings, or in the case of the riverside elevation, is directly open to views by passing boats as well as neighbouring dwellings.

- 6.9 The proposal to remove the requirement for obscured glazing to the first floor river elevation bedroom would only increase views of riverside curtilage and this is not considered unacceptable.
- 6.10 Removing the requirement for obscured glazing to the rear elevation bedroom would result in a greater view of the more private rear curtilage of Broadshaven and Swallows Bank and the side of a conservatory and a kitchen window to Broadshaven. These views, particularly of the conservatory and kitchen window, are only obtained when stood at the glass looking left and could also be obtained from the approved Juliet balcony or above the approved obscuration. Although the door and side window are full height, the opening is relatively narrow and, as stated above, this is one of four bedrooms and not primary living accommodation. It is noted that the proposal would increase views of neighbouring properties from this room, but given the nature of the room and limited positions within it from which the greatest views can be achieved, the increase in overlooking from the approved scheme is not considered unacceptable.
- 6.11 Removing the requirement for the glazing to be obscured does, of course, not affect the applicant's freedom to install any curtains, nets or blinds.

7 Conclusion

- 7.1 It is not common for the Local Planning Authority to require bedrooms to have obscured glazing, unless the resulting overlooking or loss of privacy would be unacceptable and contrary to Policy DP28. It was not the case that this judgement was made on the approved scheme, but that the conditions accorded with the express intentions of the applicant; intentions which have now changed.
- 7.2 Given the close relationship and orientation of this group of dwellings, any opening is likely to overlook neighbouring dwellings to some extent but this proposal would not result in any direct overlooking. The reason for condition 10 as originally applied and the objective of Policy DP28 is to protect neighbouring occupiers from unacceptable impacts on their amenity, including from overlooking. In the context of this site and its surroundings, the proposal to remove the requirement to obscure glaze the doors and windows to the first floor bedrooms is not considered to result in any unacceptable impacts on the amenity of neighbouring occupiers. Furthermore, the cumulative impact combined with any overlooking resulting from the approved scheme is not considered unacceptable.
- 7.3 It is considered necessary to require the obscuration to be fitted prior to the first occupation of the dwelling (likely to be summer 2015) and it is also necessary to repeat the relevant conditions of the 2012 permission to ensure completeness as this proposal is an amendment to that permission.

8 Recommendation

8.1 Approve subject to conditions:

- (i) Obscured glazing to be fitted prior to first occupation;
- (ii) In accordance with submitted plans;
- (iii) The first floor windows and doors to the bathrooms on the east and west elevations and ground floor window and door to the bathroom on the west elevation (as identified on drawing number 048-P-004) shall be installed with obscured glazing with a degree of obscurity equivalent to Pilkington level 5 in accordance with 048-M-001.rev.h.full -1, 048-M-001.rev.h.full -2, 048-M-001.rev.h.full -3, 048-M-001.rev.h.full -4, 048-M-001.rev.h.full -5 and 048-M-001.rev.h.full -6 (as amended by drawing number 048-P-004). The glazing shall thereafter be retained in accordance with these details unless otherwise agreed in writing by the Local Planning Authority. (Amended version of Condition 10 of BA/2012/0056/FUL).

Repeated conditions from BA/2012/0056/FUL:

- (iv) Samples of materials
- (v) Landscaping scheme
- (vi) Minimum finished floor level
- (vii) Underfloor void to remain open
- (viii) Flood resilience measures
- (ix) Flood warning and evacuation plan
- (x) Remove permitted development rights for alterations and extensions to dwelling and for outbuildings
- (xi) Maximum ridge height of 8.6 metres AOD

9 Reason for Recommendation

- 9.1 The proposal is considered to be in accordance with Policy DP28 of the adopted Development Management Policies (2011) and the National Planning Policy Framework (2012) which is a material consideration in the determination of this application.

Background papers: Application File BA/2014/0284/COND

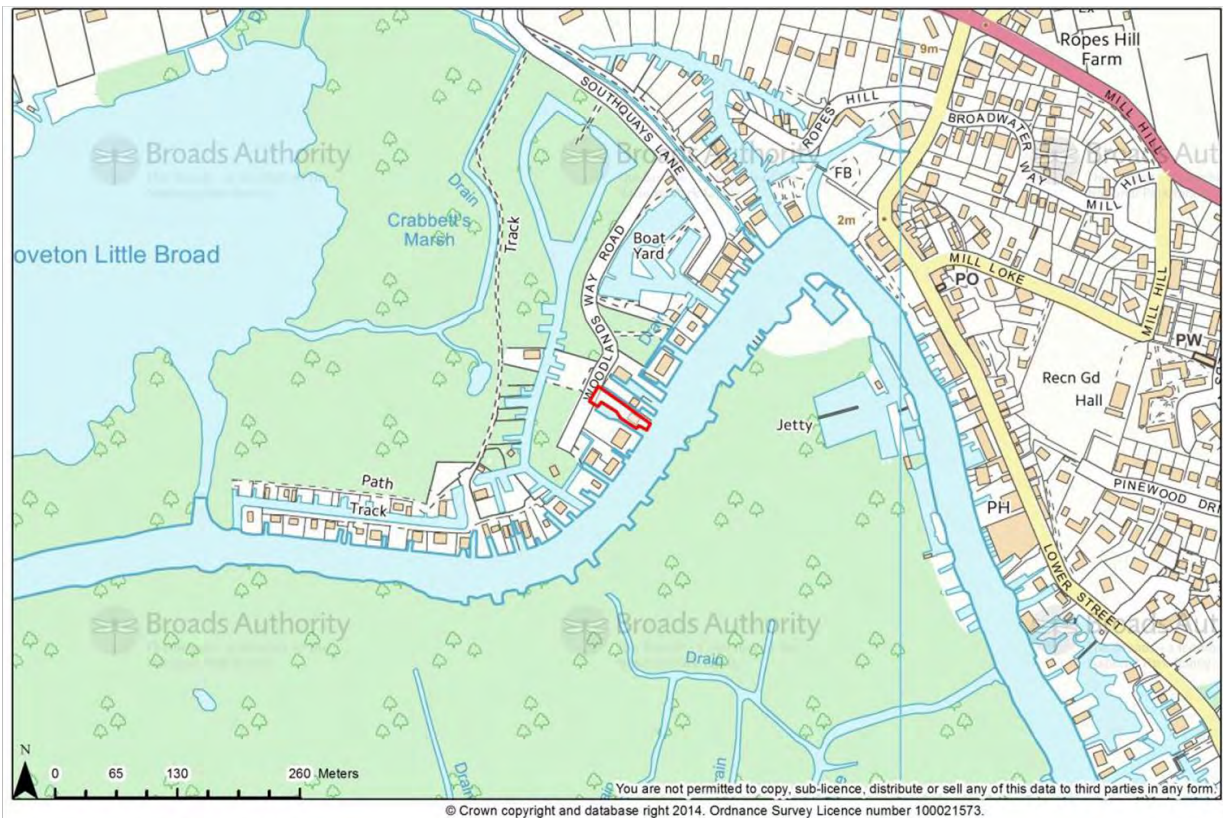
Author: Maria Hammond

Date of Report: 14 May 2015

List of Appendices: APPENDIX 1 - Location Plan

APPENDIX 1

BA/2014/0284/COND Silver Dawn, Horning Reach, Horning. Proposed variation of conditions 2 and 10 of permission BA/2012/0056/FUL - amendment to windows to be obscure glazed



Riverbank Stabilisation and Mooring Guide
Consultation Version
Report by Planning Policy Officer

Summary: The Broads Authority currently has published guidance on Riverbank Stabilisation and Moorings. This guidance was produced some time ago and has recently been updated as part of the Local Plan review. It is envisaged the revised guidance will form background evidence and steer the Implementation of policies in the reviewed Local Plan. Clearly the guides have an impact on several areas of the Authority's work and a cross directorate officer group has produced new drafts, which will need to be the subject of public consultation. The guides will also be presented to Navigation Committee on 4 June 2015 and will then be subject to a six week period of public consultation.

Recommendations:

- (i) That Members' views on the draft guides are sought.
- (ii) That, following any comments on the detail of the guides, the layout and form of the guides is improved and both guides are subject to six weeks consultation.

1 Introduction

- 1.1 The Authority has an existing guide for Riverbank Protection Works¹ which is over ten years old. As part of the Local Plan review process, Officers have reviewed the guide with the intention of making the content more up to date to reflect current practice and lessons learned.
- 1.2 Fundamentally, the guides are intended to give would- be designers/ developers of riverbank stabilisation and moorings high level information to help inform the way forward with their design and highlight some of the common issues which such development needs to consider.

2 Work Completed to Date

- 2.1 An Officer group comprising representatives from navigation, design, access, recreation, heritage, landscape, planning and ecology teams have worked

¹ http://www.broads-authority.gov.uk/_data/assets/pdf_file/0020/412832/Riverbank_Protection_Works.pdf

together to provide two draft guides: the riverbank stabilisation guide and the mooring guide.

- 2.2 The original guide has been split into two guides to provide clarity between the issue of riverbank stabilisation and mooring and also to enable more information to be provided for the different structures to reflect their purpose.
- 2.3 The draft guides are at Appendix A and B.

2 The Way Forward

- 2.1 The information presented to members is the draft content of the guide. It is intended that it be produced in a more user friendly format, including sketches and photos.
- 2.2 In order to give the guides more weight in determining planning applications and potentially at any subsequent appeals, it is recommended that the guides are subject to 6 weeks consultation with the public in a similar approach to that of the Local Plan. The guides will then be presented to a future Full Authority meeting for adoption.

3 Financial Implications

- 3.1 It is intended that the guides will be hosted on the Broads Authority website and produced in paper format only on request.

4 Conclusion

- 4.1 The draft guides update the existing riverbank protection guide.
- 4.2 To give the guides more weight in the planning system, it is recommended that they are consulted on and then adopted by Full Authority.
- 4.3 Having up to date guides will provide developers and landowners with useful guidance on the design of moorings or the protection of riverbanks.

Background papers: None

Author: Natalie Beal

Date of report: 5 May 2015

Appendices: Appendix A: Draft Riverbank Stabilisation Guide
Appendix B: Draft Mooring Guide

Riverbank stabilisation guidance

Introduction

The careful design of bank stabilisation and protection is crucial to maintain the special landscape character of the Broads.

Riverbanks have on occasion been protected using timber or steel piling driven into the riverbed at the bank edge. However, this damages habitats and can create a very urban feel to an otherwise rural area. It may also encourage boat mooring in inappropriate areas. It is also expensive.

More natural bank edges provide protection from erosion, as well as a host of benefits for wildlife and the landscape:

- Native water voles rely on naturally vegetated edges for feeding and protection from predators. Burrows in the banks are used for breeding, overwintering and protection.
- Reeded margins provide important nesting areas for water birds including coot, moorhen and mallard.
- Sheltered bankside edges provide spawning and feeding areas for many types of fish in the Broads.

The Broads Authority is keen to see the use of more subtle forms of bank protection in appropriate areas. The restoration of a natural bank through encouraging the re-establishment of appropriate vegetation is our main objective, to help protect the special Broads landscape and its biodiversity. This leaflet is intended to give landowners guidance on the most appropriate method to use. This is the standard that the Broads Authority uses for its own works and therefore is what we expect others to use as well.

What is the purpose of your proposal?

With the wide range of methods available to stabilise river banks, and a wide variation in cost, it is important to decide why bank protection is required at all.

- If the purpose is to provide boat mooring please refer to leaflet [<<hyperlink to mooring guidance>>](#) on boat mooring facilities.
- If the purpose is to protect an eroding riverbank from the natural effects of wave or other action then please read on.

Things to consider

When deciding which method of bank protection to use, the following factors need to be taken into account:

- Why is the bank vulnerable?
Sources of erosion including wind, boat wash, livestock and geese can all have an impact on river banks and vegetation. Design should therefore take account of the cause of erosion.

- Navigation

The design should also take account of the navigation use. Any development should not cause hazards to navigation and should be adequately marked. You may need a [Works Licence \(link\)](#) from the Broads Authority for the timing of installation and the size of any work vessels used.

- Each site is different

Sometimes the solutions have to be tailored to suit. Different methods should reflect the local character of different areas, such as rural areas, urban areas, near heritage assets or conservation sites. You may wish to seek professional advice to help you choose the most appropriate design and you should check with planning officers at the Broads Authority to see if the stabilisation method proposed is suitable for that location.

- Tidal range and strength of current

If the site has a high tidal range or is exposed to strong wave action or current, such as on the lower reaches of the main rivers, then the range of bank protection options becomes more limited. However, more sheltered areas and dykes running off the main channel will be subject to lower wave action and a broader range of green engineering methods may be used. The map broadly shows the tidal range throughout the Broads.

<<insert map, same as original >>

- Existing piling

If the site has been piled in the recent past consider the end use and if there is a need for such a hard and vertical edge.

- Trees

Trees are a complex issue. On the one hand they can cause problems by shading and preventing the growth of natural vegetation such as reeds, which would otherwise help stabilise the bank. They could also be overhanging the bank or even falling into the water. At the same time tree-lined waterways are part of the landscape character in some areas. Tree roots can also act as erosion protection and are valuable habitats in their own right. Some trees will also have protected status (Tree Preservation Orders) or be in a Conservation Area which protects them. All these factors have to be considered and balanced in each case so it is best to contact our Landscape Officer and Tree Officer on 01603 610734 who can help with advice tailored to your situation.

- Do I need consents?

- Planning: waterside development, including new and replacement works, usually requires planning permission. Please call the Broads Authority on 01603 610734.
- Works: a Works Licence may be required for any work which affects a publicly navigable stretch of river. The Broads Authority is responsible for issuing this permission. Please call the navigation team on 01603 756066.
- Environment Agency: prior written consent of the Environment Agency is required for any proposed work or structure on, over, under or near a main river, flood or seas defence. Please call the agency on 01473 706047 for advice.

- You should contact the landowner of the bed of the river that you are intending to moor over for permission.
- **Wildlife**
 - Protected species: protected species under Schedules 1 and 5 of the Wildlife and Countryside Act 1981 (amended) may occupy the proposed site. These species include otter, water vole, breeding birds and reptiles. If you find a protected species you must stop work immediately and contact Natural England on 0300 060 3789 or at Dragonfly House, 2 Gilders Way, Norwich, NR3 1UB.
 - Designated Sites: prior written consent from Natural England is required for any proposed works that are in designated sites or may impact on those nearby such as sites of special scientific interest (SSSIs).
 - Provisions for wildlife: where bank protection options can enhance or create increased space for wildlife, they should be explored. Provision of a bank edge with native wetland plant species is one of the best ways to encourage wildlife at the water's edge. If you would like advice contact the Broads Authority Ecologist on 01603 610734.
- **Archaeology:**
The entire Broads is a site of exceptional waterlogged archaeology. What this means is that there is potential for important discoveries during the course of works such as riverbank stabilisation. You should be aware that archaeology may be uncovered. If planning permission is required it may be subject to an archaeological condition. If you find anything that appears to be of interest, you should contact the Historic Environment Officer at the Broads Authority on 01603 610734.
- **Timber**
Timber should be from a sustainable source. For example any treated timber should have FSC certification. If sawn softwood is to be used, it should be pressure treated. Alder, which is available locally, has a natural resilience to rot in a wet environment.

Riverbank stabilisation options

The following methods of bank stabilisation are commonly used in the Broads. All drawings are intended for guidance only. Precise specifications will depend on site conditions and the agreement of the Environment Agency and the Broads Authority.

- **Do the minimum**

The erosion may be caused by livestock action on the bank, in which case simple fencing might solve the problem. Planting appropriate species (see later in the guide) is another simple way of stabilising the bank. Simple signage could deter the activity that could be causing the erosion. Providing a suitable alternative for a particular activity that is causing the erosion is another option.

- **Re-profiling the riverbank**

This involves reshaping the bank to provide a more stable slope which will be less prone to erosion. Natural vegetation can establish or the bank can be planted.

- Requires the use of an excavator to profile the bank and subsequent planting.
- Need to ensure planting establishes. May require goose guard or replanting.
- Potential for trampling by livestock but could be combined with suitable fencing.
- Suitable for most locations in the Broads.
- Beneficial to wildlife once vegetation is established.
- Can help enhance the local landscape character.
- Low material cost, but moderate on site costs from machinery hire and operator time.

- Using 'bundles' to protect the riverbank

Bundles provide a protective toe to the bank so natural vegetation can establish behind. There are four types considered in this guide: faggots, coir rolls, rock rolls and stone filled gabions.

- Faggots and coir rolls can be installed manually. Rock rolls and gabions are likely to require machinery. All tend to require staking to secure in place.
- It is important to ensure planting establishes behind.
- Faggots and coir roll have a shorter life than rock rolls and gabions.
- The life of rock rolls and gabions depends on the quality of the mesh.
- Rock rolls and gabions are not suitable in brackish waters as the mesh can corrode quickly and only last a few years.
- Faggots and coir rolls are suitable for areas of low tidal range.
- Faggots and coir rolls are beneficial to wildlife once vegetation is established.
- Gabions and rock rolls are more of an engineering solution but do allow vegetation to establish behind them.
- The landscape character impact of bundles is minimal if vegetation establishes well. But gabions could have a high impact as the metal mesh and rocks can be seen.
- Faggots and coir rolls are biodegradable and designed to degrade leaving established vegetation to protect the bank. Stakes may need removal in future.
- In terms of cost, faggots are low, coir rolls are medium and rock rolls and gabions are high.

- Vertical stabilisation methods.

These methods provide a vertical edge to the bank and retain soil behind them while enabling vegetation to establish. There are three types considered in this guide: alder pole piling, dead willow or hazel spiling and pocketed geotextile.

- All types require back filling and therefore may require heavy posts and ties. All may require work from within the water.
- Fairly low maintenance if installed well.
- Suitable for low or medium tidal range only.
- Will result in a modified bank. Likely to be beneficial to wildlife once vegetation is established especially if finished close to average water levels.
- Landscape character impact will depend on height of the finish. The nearer it is to the water, the lower the impact.
- Medium cost as they do require skills and equipment but cost will depend on availability or proximity of site to suitable materials.

- Matting

Jute matting and asphaltic matting provide a protective surface to a fairly flat slope.

- Jute matting can be installed by hand but asphaltic matting will require machinery due to its weight. Any matting requires robust pinning to secure in place.
- It is important to ensure planting establishes through the material. Matting is low maintenance if planting establishes. If planting does not establish then relaying and repinning of matting is likely to be required.
- Failed fixings must be replaced promptly to prevent navigation hazards.
- Jute is suitable for low to medium tidal ranges. Asphaltic is suitable for most locations although as it is the most robust type of matting, it may be overkill in low tidal range but more appropriate in areas of wave action.
- Vegetation grows through the matting which is beneficial to wildlife once it is established.
- There is minimal landscape character impact if vegetation establishes well and it could help improve the character of the area.
- Jute matting is biodegradable and designed to degrade leaving established vegetation to protect the bank. Stakes may need removal in future.
- Cost will depend on scale although jute is a medium cost and asphaltic is a high cost.

Planting

Encouraging wetland plants that create a natural edge to the waterway helps prevent erosion, provides a wildlife habitat and enhances the Broads landscape. Recommended species include Common Reed (*Phragmites australis*), Bur-reeds (*Sparganium emersum* or *Sparganium erectum*), Pond Sedges (*Carex riparia* or *Carex acutiformis*) and Purple Loosetrife (*Lythrum salicaria*). Active planting of such species helps bind the bank edge soils together and naturally buffer wave action.

Pictures courtesy of Verdant Solutions.



Common Reed



Bur-reeds
(*Sparganium emersum* or
Sparganium erectum)



Purple Loosetrife
(*Lythrum salicaria*).



Pond Sedges (*Carex riparia* or *Carex acutiformis*)

Checklist for design. *(add page references to the detail)*

Please complete this checklist and submit with your planning application.

Why does the bank need stabilising?

What is causing the issue? How have you addressed this?

What is the location? What are the characteristics of the location (taking into account archaeology, heritage, wildlife, landscape, navigation, tidal range and water depth)?

What bank stabilisation is there already? Is this appropriate for the location?

How have you considered and addressed the landscape impact of the stabilisation method?

How have you considered providing for wildlife?

How have you considered long term maintenance?

Have you spoken to the Broads Authority for their advice?

Please call xxxxxx to speak to the Landscape Officer, Tree Officer, Rivers Engineer or planning officers.

Broads Authority mooring design guide

Introduction

Moorings are part of the everyday landscape in the Broads for residents, visitors and those who work on the river. As the interface between water and land, it is important that moorings are well considered and designed properly. The Broads Authority is keen to see the right type of safe mooring design in the right place. This guide provides important information on how to achieve this.

Mooring provision or bank stabilisation?

- If you wish to protect an eroding riverbank from the natural effects of wave or other action then please refer to leaflet <<hyperlink to mooring guidance>>
- If the purpose is to provide boat mooring please read on.

Things to consider...

- Each site is different

Sometimes the solutions have to be tailored to suit. You should check with planning officers at the Broads Authority who can give you free advice on whether any mooring is acceptable in principle. You may wish to seek professional advice to help you choose the appropriate design.

- How much mooring do you need?

Does the whole length or frontage need to be designed for moorings? Could part of the frontage be left natural with some other form of bank stabilisation? Natural frontage can save you money as well as benefiting the local landscape and wildlife in your area. It would also enable boat users to appreciate the scenery of the Broads. Retaining the natural bank edge helps to protect local wildlife such as water voles, nesting birds and fish.

Of course this approach is not going to be suitable for every project so please contact us for advice about whether natural frontage is appropriate as part of your mooring.

- Consider the impact beyond your project

Introducing hard piled bank edges could lead to the erosion of natural edges in some areas. Any length of piled mooring will need to be returned to the bank, meaning the ends are slanted inwards to the bank to stop water getting behind the piling and causing pockets of erosion..

- Other existing uses

An early consideration in any mooring project of any scale is that of the existing uses. Some examples include:

- Angling – The Broads is popular for anglers. Do they use the proposed site? Can you take angling into account in your project design, for example by providing a location for anglers?
- Existing rights of access – such as public rights of way and public staithe rights
- Existing drainage pipes and water outfalls - check permissions, easements and other issues

- Canoes and row boats – if the site is intended for the launching of canoes consider low freeboard pontoons. Launching platforms that may submerge should be adequately signed or marked to avoid boat collisions.
- Protected species such as water vole and nesting birds should be considered, as should fish spawning areas.

- Impact on channel width

Any refurbishment must maintain the existing piling line. Encroachment beyond this is unlikely to be acceptable as it will narrow the width of the channel. Any new mooring will need to ensure there is no impact on the navigation channel. Please remember that it is not necessarily about the mooring itself, but the impact on channel width by the vessel that is to be moored.

- Do you need to access the bank from the water?

Some mooring types discussed in this guide may require the use of a dinghy to access land. Others, such as staging, enable people to get onto land directly from the vessel. Others may need a ramp and in this case there will be a need for some bank work to provide a secure point on a plinth or piling.

- Signage

You may wish to put up signage to deter others using your mooring. But signage, if it is required, should always be in keeping with its location and local character. You should always seek advice on signage from the Broads Authority.

If you need signage:

- Lettering should be 50mm in height
- Text should be white on a black background.

- Maintenance

If you travel around the Broads there are areas of old, rotten, abandoned moorings which detract from the special qualities of the area. Anyone installing a new structure must also make provision for the maintenance of the structure during its life and replacement in the future. This could include cleaning, replacing timber work and also dredging to maintain adequate mooring depth.

- Aesthetics

- Different methods should reflect the local character of different areas such as rural areas, urban areas, near heritage assets or conservation. You can get free advice from the Broads Authority.
- A typical materials choice is softwood timber, which should be pressure treated in accordance with BS8417 for Use Class 4 for suitable durability. Timber is a natural and renewable product and is in keeping with the Broads.
- Of the alternative materials available, plastic products are often proposed as a substitute to timber. There are many different products on the market and their appearance varies widely so you will need to consider the impact of plastic on the local character. The use of plastic for moorings is a relatively new technology in the Broads, so you should ensure that the material is durable for the life time of your project and there

are no ecological impacts. For example, will the plastic decay and what will the impact of this be on the wildlife and water quality of the Broads?

- If materials other than timber are used for piling a double whaling board could be used. This is a timber board to disguise the less natural material.
- Surfacing behind moorings should be kept as natural as possible. A grass surface with a reinforcement mesh is ideal. If a different surface is required, a local product such as gravel, hoggin or bark is also acceptable.

- General design considerations

- Location: The conditions of the site such as tidal range, water depth, channel width and proximity to flood defences may influence choice of design, materials and layout. If the mooring is near livestock, you may wish to consider appropriate fencing to prevent the animals from accessing or damaging the moorings and equipment.
- Moorings need to be designed for the purpose in mind, whether it is public, private or commercial. For most Broads moorings, light steel or timber piling is adequate where a piled mooring is required. However, in some circumstances loading on piling may be more significant due to vehicle access, tidal conditions or banked material. A piling contractor or engineer will be able to advise you.
- Access to moorings: If the mooring is intended for commercial or public use consideration should be given to access by disabled people or wheelchair users under the requirements of the Equalities Act 2010.
- Lighting and electric hook ups: While these amenities are often welcomed by users the Broads Authority is keen to minimise light pollution. Please talk to planning officers about the design of lighting at moorings. You should also seek professional advice as there will be health and safety concerns regarding electricity being so close to water.
- Tie rods can impact the root system of trees which could lead to trees dying. You should contact us for advice if you intend to provide moorings near trees.

- Health and Safety

For any commercial or public mooring we recommend you provided a means of getting out of the water like a safety ladder no more than 50m apart, spread out along the length of the mooring. Between this there should be a chain, rail or similar structure that can be reached and held by someone in the water at any state of tide. There should also be lifebuoys or unlocked throw lines no more than 50m apart spread out along the length of the mooring.

If land access is not required or is provided at specific points only, the mooring will need to be designed to discourage people from jumping onto the bank from their vessel, which can cause injury.

If the proposal is a private mooring, we strongly recommend that you consider these standards.

There is a Health and Safety Executive approved code of practice (link to www.hse.gov.uk/pubns/books/l148.htm) relating to docks and moorings. There is also a guide (link to www.tyha.co.uk/codepractice.asp) published by the British Marine Federation's Yacht Harbour Association which you can buy that sets out best practice guidance for marinas and yacht harbours.

While this is not specifically for private moorings and the guidance is costly, it may be relevant and you may wish to consider it.

- How will vessels be moored?

In some locations double mooring or mooring stern on are more efficient ways of using space as long as there is adequate channel width. Regardless of how the mooring is configured adequate mooring posts or cleats should be installed.

- Navigation Byelaws...

There are some Byelaws in the Broads that relate to moorings. Go to page 26 of this document for more information: http://www.broads-authority.gov.uk/data/assets/pdf_file/0008/399230/Navigation_Byelaws_1995-1.pdf

- Do I need consents?

- Planning: waterside development, including new and replacement works, usually requires planning permission. The Broads Authority is the local planning authority for the Broads. We have policies specifically relating to moorings which can be found on the [Broads Authority's website](#) or you can call a planning officer for advice on 01603 610734.
- Works: a Works Licence may be required for any works, which affect a publicly navigable stretch of river. The Broads Authority is responsible for issuing this permission.. Please call the navigation team on 01603 756 066.
- Environment Agency: prior written consent of the Environment Agency is required for any proposed work or structure on, over, under or near a main river, flood or seas defence. Please call the agency on 01473 706047 for advice.
- You should contact the landowner of the bed of the river that you are intending to moor over for permission.
- Marine Management Organisation (MMO): you may need a marine licence from the MMO for constructing, altering or improving any works in relation to your mooring dredging or depositing. There are certain exempted activities and more information on types of activities and on how to apply for a license can be found at <https://www.gov.uk/do-i-need-a-marine-licence>.

- Insurance

You may need insurance for your mooring. Your insurance provider may have some requirements related to the mooring design.

- Ancillary

Parking, lockers and other associated infrastructure should be sensitively located to take account of the local character of the site.

- Wildlife

- Protected species: protected species under Schedules 1 and 5 of the Wildlife and Countryside Act 1981 (amended) may occupy the proposed site. These species include otter, water vole, breeding birds and reptiles. If you find a protected species, you must

stop work immediately and contact the Natural England on 0300 060 3789 or at Dragonfly House, 2 Gilders Way, Norwich, NR3 1UB.

- Designated sites: prior written consent of Natural England is required for any proposed works that may impact nearby designated sites.
- Where bank protection options can enhance or create increased space for wildlife, they should be explored. Provision of a bank edge with native wetland plant species is one of the best ways to encourage wildlife at the water's edge. If you would like advice contact the Broads Authority ecologist on 01603 610734.
- Any impacts to fish spawning areas will also need to be considered as part of the proposal. Contact the Broads Authority ecologist for advice.

- **Archaeology:**

The entire Broads is a site of exceptional waterlogged archaeology. What this means is that there is potential for important discoveries during the course of work like riverbank stabilisation. You should be aware that archaeology may be uncovered. If planning permission is required it may be subject to an archaeological condition. If you find anything that appears to be of interest, you should contact the Historic Environment Officer at the Broads Authority on 01603 610734.

- **Timber**

Timber should be from a sustainable source. For example any treated timber should have FSC certification. If sawn softwood is to be used, it should be pressure treated. Alder, which is available locally, has a natural resilience to rot in a wet environment.

Mooring design

When reading the information about the designs of the various types of moorings, please note:

- The cost will depend on the size or quantity of moorings. Low, medium or high gives an indication relative to the different designs in this guide.
- Maintenance requirements will reflect the quality of the initial work.

Timber staging

- This type of mooring consists of piling and decking. Piling would need to be undertaken by a contractor.
- It still allows wildlife such as water voles to access the bank and, provided there are spaces left in the decking for light to penetrate, bankside vegetation will continue to grow.
- It is suitable for a river or broad where there is not a large tidal range.
- Staging should be kept as narrow as possible and preferably use timber. Consider that timber can become slippery when wet.
- The decking will need regular cleaning and it is likely that the piling will need to be replaced every 10 years, so maintenance is high.
- The impact on landscape character does depend on how the staging is integrated and depends on the size and its context.
- Compared to other mooring designs in this guide, the cost is medium.

Quay heading and piling

- This would result in a continuous line of piles. As this is a more complicated mooring structure, there is a need for a more robust anchoring system of the piles.
- Steel is the most expensive material, followed by plastic then timber.

- Timber has a typical life of up to 10 years. Plastic and steel have a typical lifetime of around 40 years or more.
- The design is suitable for most tidal ranges.
- It creates a less natural modified vertical edge to the river bank.
- Any piling has a high impact at low tide. Capping and whaling of steel or plastic piles can help the mooring to be more in keeping with the Broads.
- Surfacing and capping must be topped up and level.
-
- Cost of installation is high as contractors will be on site for longer.

Pontoons

- Relatively quick to install. Will need secure anchorage or piling. You will need to consider access to the bank.
- Not a solution for narrow channels as can impede navigation
- Will require regular deck cleaning. Could have a life time of up to 30 years.
- Suitable for wider navigations or broads and areas of low tidal range.
- Provides protection to the natural bank behind
- Pontoons can provide a safe refuge for fish
- Likely to have a high landscape impact due to the bulk of the structure.
- Medium cost.

Swing or trot

- This is a buoy which is permanently fixed to the bed to provide stationary mooring. One buoy is called a swing mooring and the vessel will move with the wind or current.
- A row of buoys, linked as shown in the diagram, is a trot mooring and enables vessels to be secured so they do not drift with the wind or current.
- Requires a means to get ashore, such as a dinghy.
- Maintenance is generally low, but regular inspections of the chain and replacements will be required.
- Swing would not be suitable for rivers but ideal for broads in areas where there are not strong currents.
- Trot could be suitable for rivers, if buoys are securely positioned.
- At the time of writing, trot moorings are a new concept to the Broads, so please contact us for advice on 01603 610734.
- Low impact on wildlife and minimal landscape character impact.
- Relatively easy to install and low cost.

Dolphin

- Can be attached or detached from the bank.
- Will require piling which would need to be undertaken by a contractor.
- As the timber piling is likely to be bulky, the lifetime will be around 20 years.
- Suitable for rivers and broads in most tidal ranges.
- Low wildlife and landscape character impact.
- Medium cost.

King post

- This can comprise one post or, if the vessel is to be moored fore and aft, two.
- If there is one post, the boat will move with the wind or current.
- Will require piling which would need to be undertaken by a contractor.
- As the timber piling is likely to be bulky, the lifetime will be around 20 years.

- Suitable for rivers if the vessel will be moored fore and aft using two posts
- A single post is not suitable for rivers but ideal for broads in areas where there are not strong currents.
- Low wildlife and landscape character impact.
- Medium cost.

Checklist for moorings. *(add page references to the detail)*

Please complete this checklist and submit with your planning application.

- Have you checked with the Broads Authority if moorings are acceptable in principle in the proposed location?
- Do you need moorings for an entire length, or can you have a smaller area of mooring?
- In your design, have you returned the mooring to the bank so that the ends are slanted inwardsto address erosion further along?
- Have you considered and addressed other users and uses in the area in your design? For example anglers, water pipes, existing rights of way and canoes or row boats?
- What effect will your proposal have on the width of the publicly navigable channel?
- Do you need to have access to the river bank? If so, how are you going to do this?
- Have you considered and can you commit to and afford continuing costs of maintenance, cleaning, insurance and dredging?
- Does your proposal reflect the local character? Is your mooring going to be out of place?
- Does the design take into account the local tide, depth and channel width?
- Have you considered the type of vessel to be moored and does the detailed design, such as fixings, reflect the weight of the vessel?
- Is there likely to be an impact on protected species or fish spawning areas as part of the proposed works?
- What safety features have you included and why?
- Have you considered different types of mooring configurations? Why is the chosen format most appropriate?
- Are you aware of the byelaws in the area?
- Have you investigated and do you have the required consents?
- Have you met the policy requirements in your proposal?

Brundall Neighbourhood Plan: Proceeding to Publication
Report by Planning Policy Officer

Summary: Brundall Parish Council has submitted its proposed Neighbourhood Plan to Broadland District Council and the Broads Authority along with the necessary supporting information.

Broadland District Council and the Broads Authority must now assess the submitted Plan against criteria set out by Government legislation and decide whether the proposal complies with these criteria. Notice of the decision will need to be sent to Brundall Parish Council.

This report details this assessment and recommends that Planning Committee approve the submitted Neighbourhood Plan in order that subsequent stages in the statutory process can be followed.

Recommendations:

- (i) That the Planning Committee endorses the Submission version of the Brundall Neighbourhood Plan (NP) and approves proceeding to publication (consultation).
- (ii) That Planning Committee agrees to delegate to the Chief Executive in consultation with the Chair of the Authority and the Chairman of the Planning Committee the authority to submit the Brundall Neighbourhood Plan to independent examination on assessment of the comments received after the public consultation (publication) ends, subject to no new major issues being raised.

1 Introduction

- 1.1 Brundall Parish Council applied to Broadland District Council and the Broads Authority in December 2013 to designate its Neighbourhood Area for the purpose of producing a Neighbourhood Plan.
- 1.2 The process of producing the Plan has seen the Parish Council undertaking extensive consultation with residents and other stakeholder organisations, as well as the drafting of Plan objectives and policies.
- 1.3 A proposed Neighbourhood Plan has now been developed and submitted, along with the necessary supporting information to the Broads Authority and Broadland District Council. The Plan and the main supporting documents, feature as appendices to this report.

- 1.4 On submission of a Neighbourhood Plan to the local planning authority, that authority must undertake an assessment of the proposed plan against certain criteria. This is required by the amended Town and Country Planning Act 1990.
- 1.5 The legislation prescribes that the local planning authority must consider:
- (i) Whether the parish/town council is authorised to act (i.e. whether it is the appropriate body to produce a Neighbourhood Plan for the area suggested).
 - (ii) Whether the proposal and accompanying documents:
 - (a) Comply with the rules for submission to the Council
 - (b) Meet the definition of a Neighbourhood Plan.
 - (c) Meet the scope of Neighbourhood Plan provisions.
 - (iii) Whether the parish/town council has undertaken the correct procedures in relation to consultation and publicity regarding the Neighbourhood Plan.

2 Brundall Neighbourhood Plan – progress since the last version.

2.1 The Submission Version:

- Policy on the Run Dike Green Corridor has been removed.
- The order of policies has changed
- Photos have been added to the policy on the issue of views.
- Policy on Boating and Marine business does not refer to flood risk in the policy itself.
- Policy on Leisure and Tourism has changed from bullet points to paragraphs. Flood risk has been removed from the policy and new text relating to the potential for schemes to come forward at different times has been added.
- The policy on enhanced recreation has changed with policy wording now suggesting examples of suitable recreation facilities. The supporting text refers to two site allocations in the Broadland Sites Specifics Local Plan.
- Pre-school and elderly provision is now separated into two policies. The general policy thrust has not changed.
- A detailed implementation plan supporting the submission documents.

2.2 Habitats Regulation Assessment Screening

Natural England is satisfied that the Neighbourhood Plan is unlikely to have significant effects on European Sites: *‘The Brundall Neighbourhood Development Plan HRA screening report concludes that the Plan can be screened out from further stages of assessment because significant effects on the aforementioned sites are unlikely to occur, either alone or in combination. On the basis of the information provided, Natural England concurs with this view.’*

2.3 Basic Conditions Statement

This statement that shows how the Neighbourhood Plan meets the 'Basic Conditions' is included in the Neighbourhood Planning Regulations 2012.

2.4 The relevant basic conditions for a Neighbourhood Plan are that it:

- Have regard to national policies
- Achieves sustainable development
- Plan is in general conformity with strategic plan of BA and BDC
- Prescribed conditions are met
- The making of the neighbourhood plan is not likely to have a significant effect on a European or a European offshore marine site.

2.5 Brundall Parish Council has demonstrated that these basic conditions have been met.

3 **Assessment**

3.1 The following sets out details of the assessment against each of the criteria set out in 1.5, above.

3.2 **Is the parish/town council authorised to act?**

3.2.1 Section 61F of the amended Town and Country Planning Act states, '*A Parish Council are authorised to act in relation to a neighbourhood area if that area consists of or includes the whole or any part of the area of the council.*'

3.2.2 Brundall Parish Council applied to the Broads Authority and Broadland District Council to designate its neighbourhood area as the whole of its parish boundary. This application was approved by Planning Committee in March 2014.

3.2.3 It is therefore considered that the Parish Council is authorised to act in relation to this neighbourhood area.

3.3 **Do the proposals and accompanying documents:**

(a) Comply with the rules for submission to the Council?

3.3.1 Regulation 15 of the Neighbourhood Planning Regulations 2012 states that the submitted documents should include:

- A map or statement identifying the area to which the plan relates.
- A consultation statement, which contains details of those consulted, how they were consulted, summarises the main issues and concerns raised and how these have been considered and, where relevant, addressed in the Neighbourhood Plan.
- The proposed Neighbourhood Plan.
- A Basic Conditions Statement, showing how the Plan meets the basic conditions set out in Schedule 4B of the 1990 Act.

3.3.2 Attached with this report are various appendices which fulfil the requirements for the documentation specified above. The appendices are made up as follows:

- the proposed Brundall Neighbourhood Plan
- the Brundall Neighbourhood Plan Consultation Statement, setting out the required details
- a Basic Conditions Statement which sets out how the Plan complies with national policy, how it contributes to sustainable development, how it is in general conformity with the Joint Core Strategy and BA Core Strategy, and how it is compatible with EU obligations.

3.4 Do the proposals and accompanying documents:

(b) Meet the definition of a Neighbourhood Plan?

3.4.1 Section 38A of the Planning and Compulsory Purchase Act 2004 defines a Neighbourhood Development Plan as follows:

‘A “neighbourhood development plan” is a plan which sets out policies (however expressed) in relation to the development and use of land in the whole or any part of a particular neighbourhood area specified in the plan.’

3.4.2 It is considered that the Brundall Neighbourhood Plan meets this definition, containing (as it does) eight different neighbourhood-wide policies.

3.5 Do the proposals and accompanying documents:

(c) Meet the scope of Neighbourhood Plan provisions?

3.5.1 The Neighbourhood Plan provisions are defined as follows, in Section 38B of the Planning and Compulsory Purchase Act 2004:

- (i) The NDP must specify the period for which it is to have effect
- (ii) It cannot include provision about development that is ‘excluded development’
- (iii) It cannot relate to more than one neighbourhood area or repeat an existing planning permission

3.5.2 The Brundall Neighbourhood Plan clearly states that it is a development plan for Brundall, to 2026. This is in line with the Joint Core Strategy, which also looks forward until 2026 (the Broads Authority Core Strategy looks forward to 2021).

3.5.3 The Neighbourhood Plan does not make any provision regarding excluded development. Excluded development is that which is either a ‘county matter’ (relating to minerals), any operation relating to waste development, or development consisting wholly or partly of a national infrastructure project.

3.5.4 The Neighbourhood plan only relates to the Brundall neighbourhood area and it does not repeat an existing planning permission.

3.6 Has the parish/town council undertaken the correct procedures in relation to consultation and publicity regarding the Neighbourhood Plan?

3.6.1 Regulation 14 of the Neighbourhood Planning Regulations 2012 states that, before submitting the Neighbourhood Plan to the local planning authority, the parish/town council should:

(a) publicise (but this does not have to be on a website) in a way that is likely to bring to the attention of people who live, work or carry on business in the area details of:

- (i) the proposals
- (ii) When and where they can be inspected
- (iii) how to make representations, and
- (iv) the deadline for making representations (not less than 6 weeks from when they are first publicized).

(b) consult any consultation body (from the list of bodies within the Regulations) whose interests they consider may be affected by the proposals for a Neighbourhood Plan.

(c) send a copy of the Neighbourhood Plan to the local planning authority.

3.6.2 The pre-submission (Reg. 14) consultation undertaken by the Parish Council in relation to the draft Neighbourhood Plan is summarised in the Consultation Statement. This provides details of the publicity that was undertaken at this (and prior) consultation stages and the bodies that were consulted on the draft Plan. A copy of the Neighbourhood Plan was also received by the District Council and Broads Authority.

4 Proposed Action

4.1 It is proposed that, as Brundall Parish Council has met each of the criteria specified in para. 3.5 of this report, Planning Committee of the Broads Authority approve the submission of the Brundall Neighbourhood Plan.

4.2 If the Plan is approved, then notice will be sent to Brundall Parish Council of this fact. If the Plan is refused, then Broadland Council and the Broads Authority will need to notify Brundall Parish Council of the reasons for this refusal, in a written statement.

4.3 If approved, Broadland District Council will then arrange for the Neighbourhood Plan to be publicised and will invite comments from the public, stakeholder bodies and previous consultees over a period of six weeks.

4.4 It is important to note that the Broads Authority can respond to this

consultation in its role as a consultee. Any proposed responses will come to Planning Committee for approval.

- 4.5 This publicity period will then be followed by an independent examination which, it is intended, will be carried out by an accredited Neighbourhood Plan examiner, through the RICS Neighbourhood Plan Independent Examiner Referral Scheme (NPIERS). This scheme has been approved by DCLG and is the approach that other local authorities around the country have been taking at this particular stage.
- 4.6 Following the examination (which will normally be dealt with via written representations), the examiner will produce a report recommending whether or not the Neighbourhood Plan should go to a referendum (with or without certain modifications). The District Council and Broads Authority then considers this report and decides whether or not it agrees with the examiner's decision.
- 4.7 If it is decided that the Plan should go to a referendum (with or without modifications) then everyone eligible to vote within the neighbourhood area is invited to vote on the adoption of the Neighbourhood Plan. This is a simple yes/no vote and a majority of those voting in favour of the Plan is required before it can be adopted by the District Council and Broads Authority.

5 Financial Implications

- 5.1 There are no direct financial implications other than Officer time.

Background papers: None

Author: Natalie Beal
Date of report: 14 May 2015

Appendices: APPENDIX A - Timetable for the remaining stages of the Brundall NP
APPENDIX B - Submission Neighbourhood Plan
APPENDICES C – I <http://www.broads-authority.gov.uk/broads-authority/committees/planning-committee/planning-committee-29-may-2015>
To include:
APPENDIX C - Implementation Plan
APPENDIX D - Basic Conditions Statement
APPENDIX E - Sustainability Appraisal
APPENDIX F - Sustainability Appraisal Scoping Report
APPENDIX G - HRA Screening Report
APPENDIX H - HRA Screening Opinion
APPENDIX I - Consultation Statement

BRUNDALL NEIGHBOURHOOD PLAN - TIMETABLE

APPENDIX A

Submission of draft Neighbourhood Development Plan to the Local Planning Authority		27/04/2015	19/06/2015
Receipt of documents by District Council	BPC	27/04/2015	27/04/2015
Broads Authority - Planning Committee Assessment	BA	29/05/2015	29/05/2015
BDC Cabinet assessment of submitted documents	BDC	09/06/2015	09/06/2015
BDC Council approval	BDC	18/06/2015	18/06/2015
Decision notice sent to Brundall Parish Council	BDC	19/06/2015	19/06/2015
Publication of Neighbourhood Development Plan		6 week minimum	01/06/2015
Develop webpage	BDC	01/06/2015	22/06/2015
Develop Objective event	BDC	01/06/2015	22/06/2015
Produce list of notification bodies	BDC	01/06/2015	22/06/2015
Produce notification letters	BDC	15/06/2015	22/06/2015
Produce public notice	BDC	15/06/2015	22/06/2015
Produce and submit press release	BDC	15/06/2015	22/06/2015
Print documents for library and BDC reception	BDC	19/06/2015	25/06/2015
Send notification letters/emails	BDC	25/06/2015	25/06/2015
Deliver documents to library and reception	BDC	26/06/2015	26/06/2015
Webpage and Objective go live	BDC	26/06/2015	26/06/2015
Publication period	BDC	29/06/2015	10/08/2015
Collation of consultation responses	BDC	29/06/2015	14/08/2015
Appointment of Examiner		29/06/2015	31/07/2015
Submit application to NPIERS	BDC	29/06/2015	29/06/2015
Referral of three examiners to BDC	NPIERS	06/07/2015	24/07/2015
Selection and appointment of examiner	BPC/BDC/BA	27/07/2015	31/07/2015
Submit plan for examination		10/08/2015	17/08/2015
Submission of documents and consultation responses to examiner	BDC	10/08/2015	17/08/2015
Examination		17/08/2015	31/08/2015
Written examination undertaken	Examiner	17/08/2015	31/08/2015
Examiner's report submitted to BDC	Examiner	24/08/2015	31/08/2015
Council consideration of the Examiner's recommendations		31/08/2015	06/10/2015
Report produced for members	BDC	31/08/2015	10/09/2015
Report on orange route	BDC	10/09/2015	17/09/2015
Report submitted to Democratic Services	BDC	17/09/2015	17/09/2015
Broads Authority - Planning Committee Assessment of report	BA	11/09/2015	11/09/2015
BDC Cabinet assessment of report	BDC	06/10/2015	06/10/2015
Publication of Examiner's Report and Decision Statement		07/10/2015	12/10/2015
Production of decision statement	BDC	07/10/2015	09/10/2015
Publication of examiner's report and decision statement on BDC & BA websites	BDC/BA	12/10/2015	12/10/2015
Notification letter sent to consultees	BDC	09/10/2015	12/10/2015
Publication of examiner's report and decision statement on Brundall website	BPC	09/10/2015	12/10/2015
Publication of pre-referendum information statement and specified documents		31/08/2015	19/11/2015
Production of information statement and specified documents	BDC	31/08/2015	12/10/2015
Publish statement and documents on BDC & BA websites	BDC/BA	12/10/2015	19/11/2015
Make statement and documents available at BDC reception and at Brundall sites	BDC	12/10/2015	19/11/2015
Referendum		19/11/2015	17/12/2015
Referendum held	BDC	19/11/2015	19/11/2015
Adoption			
Broads Authority - full authority adoption of Neighbourhood Plan	BA	22/11/2015	22/11/2015
Report submitted to Democratic Services	BDC	30/11/2015	30/11/2015
BDC Council adoption of Neighbourhood Plan	BDC	17/12/2015	17/12/2015

Brundall Neighbourhood Plan

Submission Draft

April 2015

Preface

This Submission Draft Neighbourhood Plan for Brundall has been prepared over the course of 2014 and 2015 by a Working Group comprising a range of community representatives from the village. Whilst the Working Group has led on the preparation of the Plan it is hoped that the document reflects the community's vision and aspirations for the future of Brundall. In order to create a Plan that represents residents' needs and aspirations, the Working Group has drawn upon a number of sources including evidence gathered for the Parish Plan, Neighbourhood Plan consultation events and a raft of other research and analysis.

The Brundall Neighbourhood Plan Working Group was formed at the end of 2013 after a call for members; it comprises Ingenuity in Business (local business group), Brundall Primary School, Brundall Memorial Hall, Brundall Local History Group, Brundall Riverside Association, Brundall Allotments Association, Broads Society, Brundall Health Centre, Brundall Parish Council and a number of local residents.

Working together the Neighbourhood Plan Working Group has completed a number of phases of work to reach this point:

- Background research; December 2013 – May 2014
- Initial public consultation; May 2014
- Further research, analysis and development of policy ideas; June and July 2014
- Public consultation; June and July 2014
- Policy refinement and development; July – November 2014
- Pre-submission consultation; December 2014 – January 2015
- Preparation of submission draft (this document) – February 2015 to April 2015

Following receipt of comments from the pre-submission consultation process, the Neighbourhood Plan (and Sustainability Appraisal) were revised and reviewed. This Submission Draft Neighbourhood Plan comprises the most up-to-date version and will be submitted to Broadland District Council and the Broads Authority for their consideration.

Following a review and process of further consultation, Broadland District Council will arrange for an independent examination of the Plan. Subject to the examiners recommendation, the plan will then proceed to become the subject of a local referendum where residents of Brundall (Parish) will be asked to vote on the Plan. If more than 50% of votes are in favour of the Plan, it will become an adopted document and help Broadland District Council and the Broads Authority to determine planning applications. It will have sufficient status to help make a real difference to the future of the village and shape future proposals put forward by developers.



Contents

1. Introduction
2. Life in Brundall today
3. A vision for the village
4. Brundall policies
5. Implementation and monitoring

1. Introduction



Section 1: Introduction

The Brundall Neighbourhood Plan provides the first ever statutory planning policy document specifically for Brundall. This means that, if adopted, it will have the same weight as planning policy documents prepared by Broadland District Council and the Broads Authority; it is therefore a truly important landmark for the community.

Neighbourhood Plans such as this were made possible by new community powers contained within the 2011 Localism Act. The Localism Act seeks to decentralise policy making to the local level and give more power to communities to shape where they live.

On a more practical level, higher level planning policy documents such as the Greater Norwich Development Partnership Joint Core Strategy cannot feasibly deal with the countless issues particular to every town and village across Broadland; Neighbourhood Plans can, by providing additional details that reflect specific local circumstances and conditions.

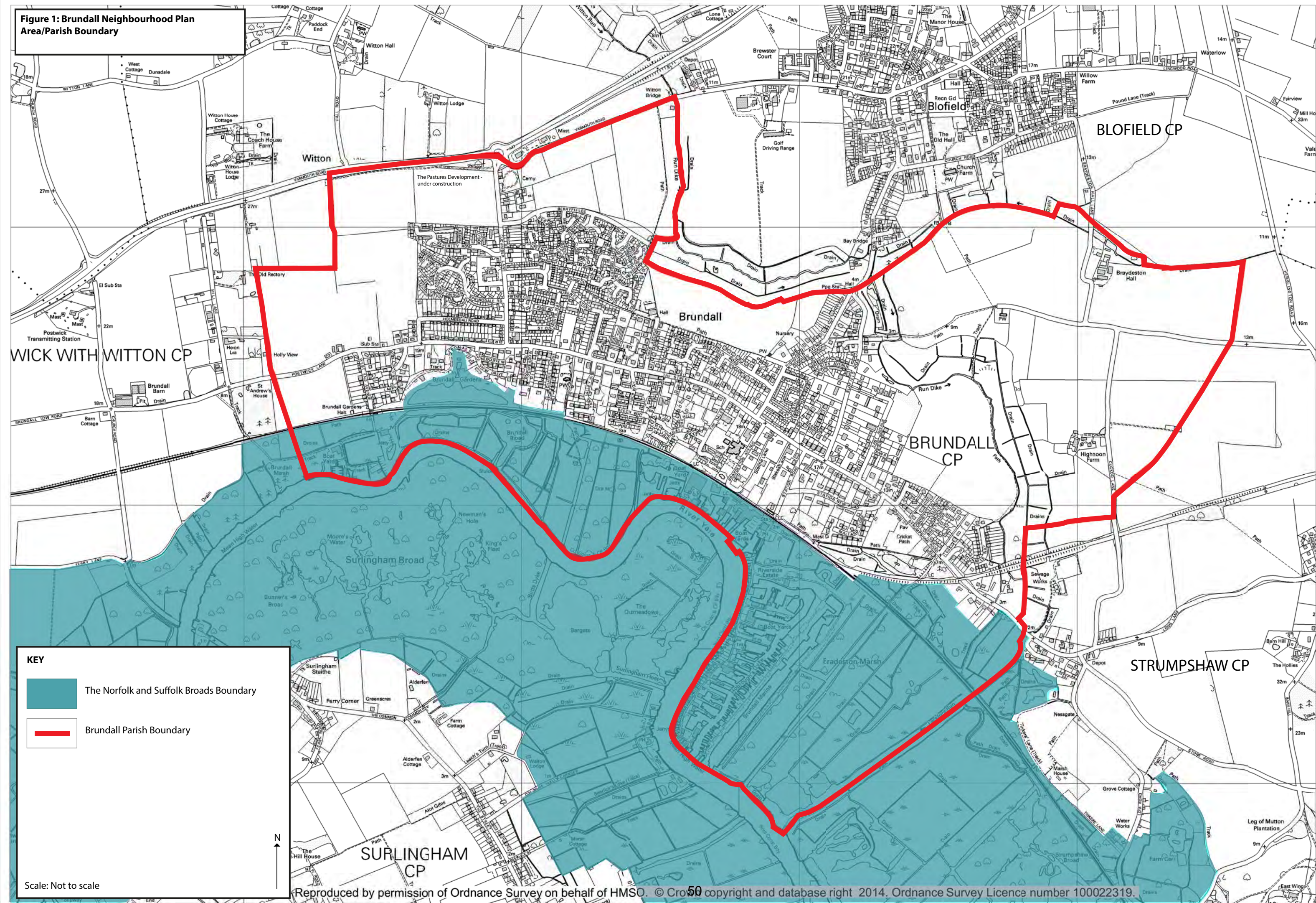
The Brundall Neighbourhood Plan provides a vision for the future of the village up to 2026; which reflects the intended lifespan of the Joint Core Strategy.

The Brundall Neighbourhood Plan contains a number of policies that any future development in the village must take into account. Alongside a vision and objectives, these policies have been developed over the last 12+ months based on the views of those who live or work in the village and independent research.

This document is intended to be relatively short, clearly laid out and written in a way that is engaging and understandable to people who are not planning experts. It contains a number of sections as follows:

- Life in Brundall today
- A vision for the village
- Brundall policies
- Implementation and monitoring.

Figure 1: Brundall Neighbourhood Plan
Area/Parish Boundary



2. Life in Brundall today



Section 2: Life in Brundall today

Brundall is an historic rural Norfolk village on high ground overlooking the River Yare and the central arm of the Norfolk and Suffolk Broads. The village is approximately seven miles from the centre of Norwich in the west and 14 miles from Great Yarmouth in the east. Brundall is surrounded on all sides by open countryside and remains a traditional village; this characteristic is highly valued by local residents.

The Parish of Brundall is situated in the south eastern part of Broadland District which arcs around the top of Norwich from Reepham in the west to Halvergate in the east. Parts of the Parish to the south are within the Broads Authority administrative area and form part of the Norfolk and Suffolk Broads which has the equivalent status to a National Park.

The village is a 'linear' settlement that has grown along a ridge of high ground extending roughly west to east overlooking the Yare River Valley. It is likely that the village originally grew along this strip where a route-way (now The Street & Strumpshaw Road), following the high ground, linked Norwich and Brundall to other towns and villages in what was otherwise a marshy landscape.

The linear development pattern of the village was reinforced with the coming of the railway which follows the same west – east alignment as The Street and more recently with the A47 which also runs west – east to the north of the village. Today the village is effectively bounded by the A47 and Run Dike to the north and the River Yare to the south.

Living in Brundall

Whilst the history of the village stretches much further back in time, the first period of major growth in Brundall was driven by the coming of the railways. Brundall has been described as Norwich's 'metroland' conjuring up images of a new Edwardian middle class escaping life in the city to live in greener and more spacious surroundings. The village has a wealth of impressive residential villas from around this period often occupying prime spots on high-ground overlooking the Broads.

Today the village is a much more mixed community although there is evidence to suggest that it remains a popular destination for people to retire to or use as a base to commute into Norwich.

The population of the village today is around 4,000 with an average age of 47, slightly higher than for Broadland as a whole at 44. Residents in Brundall are generally well educated and working in skilled occupations.

The village contains a number of important community facilities. The largest facility is the Brundall Memorial Hall which comprises an outdoor children's play area, indoor sports hall, meeting rooms and the Parish Council offices. In addition Brundall benefits from a library, the Church Rooms, Scout Hut and St Lawrence Church which all provide important community amenities.

The village contains a primary school (Brundall Primary School) and a nursery and pre-school (Snowy's). There is no secondary school in the village with most students travelling to Thorpe St Andrew on the edge of Norwich. The village also contains a number of dentists, a health centre and nursing homes for the elderly.

The linear pattern of Brundall has meant that no single village centre has ever truly developed. Rather a series of smaller local centres containing a few retailers, business premises and leisure facilities have developed at points along The Street.

Working in Brundall

The economy of Brundall has historically been dominated by its location on the River Yare and its proximity to Norwich. Whether this was as a destination for Victorian and Edwardian day-trippers getting out of the city for recreation or for market gardens growing and transporting fresh produce into the city on the river, the legacy of which can still be seen today in local street names such as Cucumber Lane, Berryfields and Nurseries Avenue.

Whilst the supply of fresh produce in Brundall is largely a thing of the past, the relationship with the river remains strong. The main concentration of employment activity in the village is at Brundall Riverside on a wide meander south of the railway line. This area contains an historic and important group of businesses involved in the boat building supply chain and Broads tourism which help to make up one of the most important concentrations of boat building activity in the UK.

Brundall Riverside is not the only centre for employment activity in the village. There are a number of smaller but important concentrations of employment at points along The Street containing retail, retail service and professional service companies. In 2013 they formed a thriving local business group, 'Ingenuity in Business' with one aim being to secure improvements in the availability of services for business and trade in Brundall.

Despite having a strong business base, we know that a lower percentage of residents work in Brundall today than is likely to have been the case in the past. Presently, only around 20% of employed residents both live and work in the village, with 80% out-commuting, primarily to Norwich. Large proportions of residents are employed in healthcare, retail, education, construction, manufacturing and financial services.

Getting around Brundall

Brundall is well connected via road and rail. The northern part of the Parish contains a junction onto the A47 which links Norwich and the rest of Norfolk in the west to Great Yarmouth and the coast in the east. The A47 provides direct access to the A11 which links Norfolk with the A14 and M11; Cambridge can be reached in around one and a half hours and London in around two and a half hours.

The village benefits from bus services to the centre of Norwich (approximately 30 minutes) and until recently there was a service to Great Yarmouth.

As noted above, the Norwich to Yarmouth railway line runs along the southerly edge of Brundall. For a village of its size it is fortunate to have two dedicated railway stations at 'Brundall Gardens' and 'Brundall' which connects the village with Norwich (15 minutes), Great Yarmouth (30 minutes) and Lowestoft (45 minutes).

Despite the presence of two railway stations and the large flow of workers in and out of Norwich, use of the train as a mode of travel to work remains relatively low with travel to work dominated by use of the private car.

As a pedestrian or cyclist Brundall is more challenging to move around. The nature of The Street, as a both busy through route and focus for business and shopping has created a tension between the need for a wide, efficient road and its function as a village centre. Away from The Street there is a reasonable, albeit fragmented, network of footpaths and cycleways of differing quality connecting up different parts of the village.

Brundall's physical environment

Despite its proximity to Norwich, Brundall remains a rural village surrounded on all sides by a mixture of agricultural land (arable and pasture) and the Broads to the south.

Part of Brundall falls within the Norfolk and Suffolk Broads. The Broads is a unique wetland landscape and is highly protected. Whilst the Broads are difficult to access on foot, Brundall Parish Council owns Church Fen which is publicly accessible and an important area of wet woodland running from Church Lane to the River Yare itself. The Parish Council is in the process of establishing a new Countryside Park on Postwick Lane, five acres of which are already functioning as allotments; the Council has also bought Cremers Meadow on Blofield Road which it plans to maintain as a haven for wildlife. Although both assets are very new, it is hoped they will become important and popular areas of local greenspace.

To the north and east of the village separating Brundall from Blofield is an area of low-lying land known variously as Run Dike, Witton Run or the Lackford Run. This channel drains into the River Yare and is surrounded on both sides by arable and wet grazing land. Alongside the Braydeston Hills, this is considered an important area of greenspace which creates a rural belt between the two villages.

Within the village there are a number of important heritage buildings. For example the Church of St Michael (known locally as Braydeston Church, Braydeston) is Grade I Listed and the Church of St Lawrence (Brundall) is Grade II* Listed. The signal box at Brundall Station is Grade II Listed and there are four other Grade II Listed properties in the village, two of which are residential and two in commercial use.

Aside from formally Listed buildings there are many other historic buildings distributed across the village, largely along The Street. Alongside the buildings, many of the older streets in Brundall are lined with mature trees including Beech, Lime and various pines which contribute towards the character of the village.

Over the course of the 20th century the main concentration of development along The Street has been supplemented by numerous cul-de-sacs and loop roads branching off to the north and south. The pattern of the village today therefore resembles a spine (The Street, Postwick Lane & Strumpshaw Road) with a series of ribs extending north and south. The constraints presented by the relatively steep drop to the south into the Broads and the low lying land to the east has meant that most recently the village has grown to the north and west, along Cucumber Lane up to the junction with the A47.

Further background information on social, economic and environmental conditions in the village is provided in the Sustainability Appraisal Scoping Report.

3. A vision for the village



Section 3: A vision for the village

The Brundall Neighbourhood Plan Working Group consider it important that the Neighbourhood Plan contains a short and simple vision statement that sums up the community's aim for the future of Brundall. The statement below was therefore developed and subsequently tested and refined through consultation with local people. It is hoped that the final vision statement captures the overarching spirit and ambition of the local community and the Neighbourhood Plan.

Vision

Our vision for Brundall is to remain a high-quality rural village surrounded by tranquil open countryside and the Broads landscape where people want to live, visit, work and engage with a vibrant and thriving community.

Objectives

To accompany the vision the Working Group prepared and tested a number of more detailed objectives. These objectives are designed to address issues identified as specific to Brundall and have provided a basis for the development of the policies set out in the next section.

Environment

- To improve links between the village and surrounding countryside including the Broads
- To protect and enhance existing landscape and wildlife areas around the village
- To protect and enhance local distinctiveness in the built and natural environment and to protect the setting of designated heritage assets

Economy

- To protect and enhance the unique cluster of marine related businesses at Brundall Riverside
- To support and enhance opportunities for local businesses
- To support and enhance the visitor economy

Community

- To support the enhancement and growth of education facilities in the village for all age groups
- To strengthen and enhance the existing village centres along The Street & Strumpshaw Road
- To improve conditions for walking and cycling around and through the village and increase use of public transport.

4. Brundall policies



Policy 1: Improving the pedestrian environment on The Street

Background & justification

The Street performs the function of Brundall's village centre and provides most people with their first impression of Brundall. Whilst there is no traditional nucleus as is the case in other large local villages such as Acle, The Street performs the role of a village centre for Brundall due to the presence of a number of concentrations of commercial and community activity that have developed at points along its length.

Consultation with the community and survey work identified that the environmental quality around these small village centres is poor and does not positively support the important role they play in the economic and social life of the village. Each centre is relatively small with only a handful of businesses, there is no real sense of place at each location and little in the way of public space or facilities encouraging people to pause and interact.

Alongside the public realm at each of these nodes conditions for pedestrians and cyclists along The Street as a whole have been consistently identified by the local community as a problem. Supporting this, site visits and surveys with the Working Group highlighted a number of particular areas and issues of concern. This included a lack of green infrastructure and planting, speeding traffic, limited parking, parked vehicles obstructing pavements, narrow pavements, uneven pavements and camber that makes movement difficult for wheelchairs, mobility scooters and pushchairs.

Ambition

This policy seeks to improve the environmental quality of the area around Brundall's local centres for shoppers, visitors and local residents. In doing so, it is hoped that the policy can support businesses located in each of the centres by improving the appearance of their location with a knock-on benefit for trade. The policy also supports the direct strengthening and growth of these centres for economic activity helping to improve the viability and vibrancy of the village.

In parallel to improving the local centres, the policy seeks to create a series of gateways into and out of the village. The ambition of these gateways is to help manage pedestrian and vehicle movement and create a sense of arrival and departure from the village.

The policy seeks to promote high standards in urban and landscape design. Any proposals related to the above should refer to the Urban Design Compendium (I and II) and Manual for Streets (I and II) or successor nationally acknowledged publications for guidance.

POLICY 1: IMPROVING THE PEDESTRIAN ENVIRONMENT ON THE STREET

The Plan supports the introduction of measures to protect and improve the environmental quality of The Street for pedestrians and local businesses (see plan). Specifically the Plan supports measures that fall into two broad categories as follows:

1. Improving the string of local centres along The Street. At the Corner of Cucumber Lane and The Street, the junction of Church Lane / Links Avenue / Finch Way and The Street and between Station Road and the Blofield Road the Plan supports:

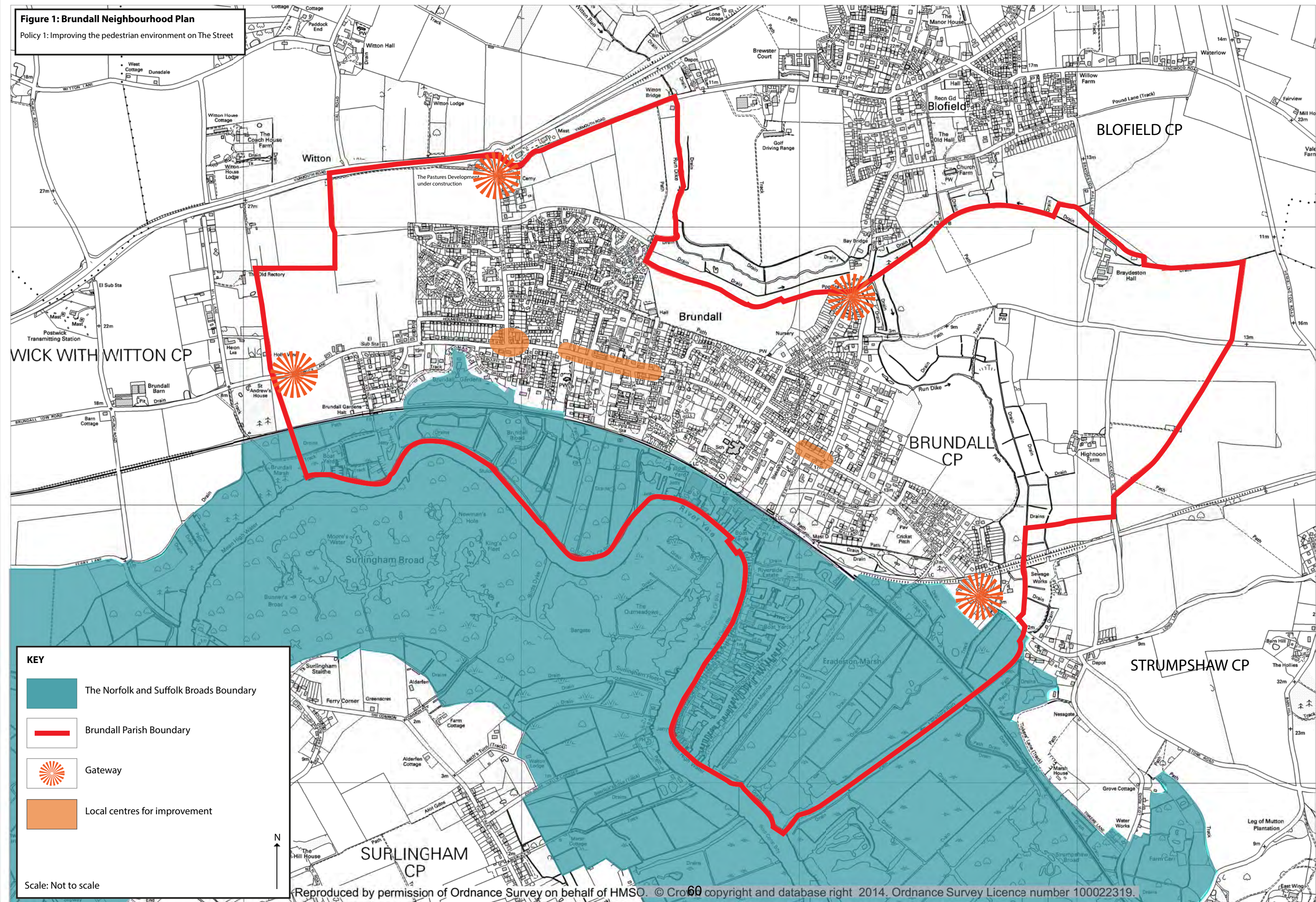
- Sensitive enhancements to the public realm such as widening of pavements, improved surfacing, tree planting, improved crossing points and possibly the creation of areas of shared surface. The purpose of any enhancements would be to improve conditions for pedestrians and cyclists moving around the village and help to create focal points for business activity and community interaction.

The introduction of new or sensitive redevelopment of existing buildings for retail or small business use will be supported at each centre and the loss of employment floorspace should be avoided.

2. Improving gateways. At Postwick Lane on the western boundary of the Parish combined with new access to the allotments, at the northern limit of Cucumber Lane, where the Blofield Road crosses the Lackford Run and at an appropriate point on Strumpshaw Road the Plan supports:

- The introduction of sensitive and subtle measures to create clear gateways to the village, encouraging motorists to reduce their speed and improving conditions for pedestrians and cyclists.

Figure 1: Brundall Neighbourhood Plan
Policy 1: Improving the pedestrian environment on The Street



Policy 2: Walking and cycling routes

Background & justification

Residents have consistently confirmed that they value highly the identity of Brundall as a village in the countryside, surrounded on all sides by agricultural land and the Broads. Related to this, residents have expressed that they value highly access to this landscape through the network of footpaths whether they are walking, jogging, dog walking or even sledging in the winter!

Consultation responses have consistently expressed a desire to see more and improved footpaths and cycleways in and around the village making it easier to move around and improving accessibility to the landscape.

Alongside improving and expanding the network of routes, residents have consistently highlighted that The Street & Strumpshaw Road is a poor environment for pedestrians and cyclists. Issues commonly raised as noted under the previous policy include narrow or uneven pavements, speeding traffic and congested parking. This issue is exacerbated by Brundall's linear nature and the need for residents at either end of the village having to travel to the opposite end to access a particular shop or service; in some cases this has led to residents using their cars to undertake even very local trips within the village.

Ambition

This policy seeks to provide a joined-up network of paths that make it possible to walk in an orbital route around the village providing an attractive and alternative route to The Street & Strumpshaw Road and an invaluable addition to existing footpaths and cycleways. It seeks to link the cul-de-sacs that have spurred to the north and south off The Street & Strumpshaw Road and improve overall walking and cycling connectivity around the village.

A concept plan is included below to highlight gaps in the network and areas for improvement. This is intended to form the basis for more detailed work and discussions with relevant landowners, funding agencies and statutory bodies and should be reflected in any future development proposals.

POLICY 2: WALKING AND CYCLING ROUTES

The Plan seeks to provide Brundall with an improved and joined-up network of high quality footpaths and cycleways to help residents and visitors move around more easily and safely on foot or bicycle and reduce the reliance on the private car for local trips.

Specifically the plan supports the provision of a continuous orbital route and comprehensive high quality network around the village linking up:

- The new allotments, new Brundall Countryside Park on Postwick Lane and Brundall Gardens Marina in the south west with Brundall Riverside in the south east
- Postwick Lane in the north west with the Lackford Run in the north east.

Policy 3: Important views

Background & justification

One of the natural benefits of Brundall's position on a ridge of high ground is that it provides opportunities to experience attractive views across the surrounding landscape.

Views from the village to the south, out across the Broads are now almost entirely obscured by historic development or limited to private dwellings and back gardens. However, views to the north and east remain and are valued by residents. The Broadland Landscape Character Assessment Supplementary Planning Document comments about this landscape that although field sizes are generally medium to large, the topography of the area helps to create a small scale enclosed character. Views are contained by rolling slopes, providing a variety of close horizons. It goes on to comment that church towers and woodland create memorable features in these views.

Specifically, views to the north east across agricultural land from the busy Memorial Hall community facility and path connecting Links Avenue and Golf Links Road towards Blofield and its prominent Grade I Listed Church of St Andrew and St Peter are considered important. In addition, views back into the village from the Grade I Listed St Michaels Church on the popular Braydeston Hills walk and looking out from Brundall in the opposite direction towards the Hills are considered valuable by residents (see pictures).

Ambition

This policy seeks to protect and enhance the remaining views across open landscapes to the north and east of Brundall. It is recognised that for this policy to be effective joint working will be needed with Blofield Parish and relevant landowners. This will be addressed further in the implementation report.

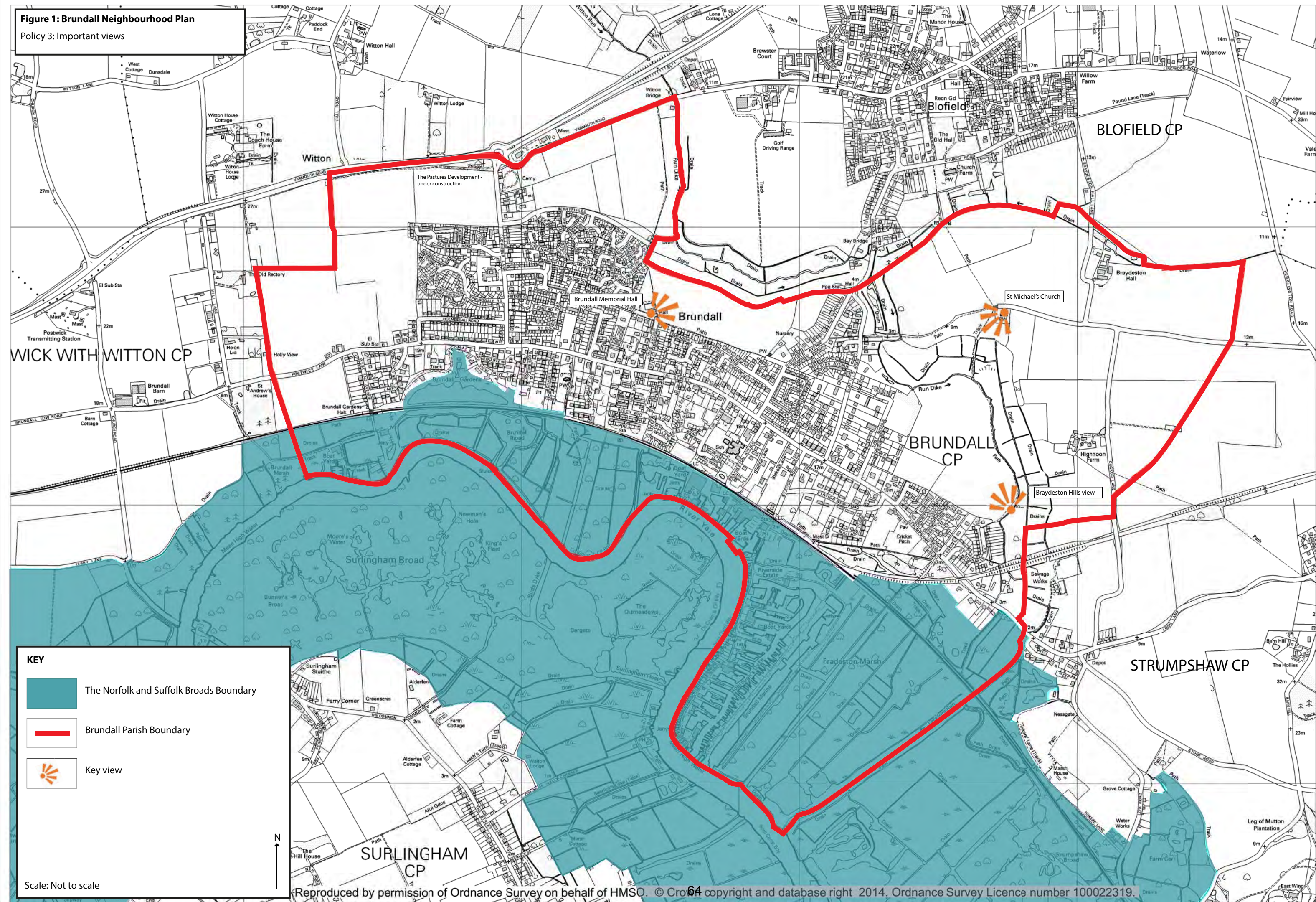
POLICY 3: IMPORTANT VIEWS

The Plan seeks to protect and enhance the views to the north east from the Memorial Hall and to the south from St Michaels Church and views of the Braydeston Hills to the north from Brundall.

Any development or alterations to an area within these views must ensure that key features of the view can continue to be enjoyed including distant buildings, areas of landscape and the juxtaposition of village edges and open agricultural countryside.

Development within the views that is overly intrusive, unsightly or prominent to the detriment of the view as a whole should be avoided.

Figure 1: Brundall Neighbourhood Plan
Policy 3: Important views



Policy 3: Important Views

View to the north east from the Memorial Hall



Policy 3: Important Views

View to the south from St Michael’s Church



Policy 3: Important Views

View of Braydeston Hills to the north from Brundall



Policy 4: Enhanced recreation provision

Background & justification

Brundall is home to a limited number of significant recreation facilities, primarily the Memorial Hall and Church Fen. The Memorial Hall provides a valuable community resource comprising a small indoor sports hall, a meeting room and kitchen facilities as well as an outdoor play area, tennis courts and small general recreation area. Church Fen is very different, comprising a semi-natural area of wet-woodland between the railway line and the River Yare. Access to the site is constrained by the need to cross the railway line and limited accessibility via Church Lane.

Aside from these facilities, recreation provision in the village is limited to a well-used network of footpaths and cycleways reaching out into the countryside as noted previously.

The community has indicated historically and during consultation on the Neighbourhood Plan that it values the recreation facilities that it has but wants to see them enhanced and expanded.

Partly in response to this, and in parallel with the production of the Neighbourhood Plan the Parish Council has established a Recreation Development Committee to explore these issues in more detail. Specific priorities being considered include the potential provision of an indoor gymnasium with associated social facilities, additional flexible indoor floorspace, a football pitch, multi-use games area, bowling green and BMX track.

The Parish Council is promoting two sites for allocation for recreation use in the Broadland District Council Site Allocations DPD Submission Draft (see plan) at Berryfields and adjacent to the Memorial Hall. The site adjacent to the Memorial Hall provides a logical focus for any future ‘formal’ recreation provision, for example new indoor facilities complementing those already available in the Memorial Hall, as a result of the critical mass of activity already taking place there, its central location in the village, parking provision and its accessibility via footpaths. The Berryfields site represents a logical site for outdoor sports pitches given the topography of the land in this location. The outcome of this process remained unresolved when this document was drafted and it is not the intention of the Neighbourhood Plan to seek to influence or fetter the outcome.

Ambition

This policy seeks to support enhanced provision of recreation facilities in the village in the future per se whether they are located at Berryfields or to the east of the Memorial Hall or indeed at both. It does not seek to identify a preferred option but simply supports the position that there is strong community ambition for enhanced provision.

POLICY 4: ENHANCED RECREATION PROVISION

The plan supports the provision of new and expanded recreation facilities in the village. Subject to the outcome of ongoing detailed work this could include a formal outdoor sports pitch(es), a BMX track, multi-use games area, bowling green or flexible indoor spaces potentially incorporating a gymnasium.

Policy 5: Enhanced provision for the old

Background and justification

Housing provision for specific parts of the elderly community in Brundall is poor. The average age of Brundall residents is relatively high and it is an attractive location for retirees. Ensuring that the supply of housing and services meets the needs of this significant component of the local community is therefore important and is likely to be of increasing importance as the population as a whole continues to age.

Whilst there are a number of residential care or nursing homes in the village there is no provision for elderly residents who are no longer able to live entirely independently but do not want or require this intensive level of support. The lack of transitional facilities that provide intermediate support means that elderly residents not in need of full residential care are forced to give up a certain amount of independence and move into full care locally or move away from the village, severing social ties and familial links.

Housing with care provides elderly residents with care and support when it is needed but otherwise allows for complete independent living. Demographic trends suggest that there will be a growing demand for this type of facility and research undertaken by the Parish Council indicates there is demand and support locally for this type of provision.

Ambition

This policy seeks to support the future provision of housing with care for elderly residents in Brundall. The Policy does not seek to allocate a specific site but supports provision generally and preferably where it can be delivered on previously developed land and in close proximity to existing services.

POLICY 5: ENHANCED PROVISION FOR THE OLD

Provision of housing with care for the elderly is supported by this Plan. Where possible preference should be given to provision on a brownfield site with good proximity to complementary facilities, amenities and services provided at the various local centres along The Street.

Policy 6: Enhanced pre-school provision

Background and justification

Brundall has a small pre-school and nursery facility located on the corner of The Street and Braydeston Avenue. The current facility benefits from a central location within the village and close proximity Brundall Primary School.

The current nursery building is a converted residential dwelling and consultation has suggested that facilities are not ideal and that capacity is limited. Parents of young children are often left with no alternative other than to travel elsewhere to pre-school facilities outside of the village. This situation increases unnecessary journeys by car and undermines the potential positive relationship between residents with nursery school aged children and the local Primary School.

Ambition

This policy seeks to overcome the currently constrained provision of pre-school facilities by promoting the delivery of improvements to the existing facility or the creation of new supplementary facilities within the village. The policy does not seek to allocate a site but supports the redevelopment of the existing facility or the redevelopment of a brownfield site. The Policy is also intended to support future planning applications and any funding applications to relevant agencies that can help to deliver this aspiration.

POLICY 6: ENHANCED PRE-SCHOOL PROVISION

The Plan supports the delivery of high-quality, permanent and improved pre-school provision in the village. Any such facilities should be located close to local centres or other major community facilities such as Brundall Primary School.

Policy 7: Boating and marine businesses

Background & justification

The greatest concentration of employment activity in Brundall is to the south of the village at Brundall Riverside and Brundall Marina. Whilst this is not the only concentration of employment in the village, these areas contain an historic and important mixture of companies involved with boat building, servicing and related sectors. These businesses operate alongside busy moorings and leisure boat operators using the Norfolk and Suffolk Broads.

The boat building activities at Brundall Riverside form part of an important concentration of related industries operating across Norfolk and Suffolk. Companies involved in this supply chain in Brundall are vital to the success of the Norfolk and Suffolk Broads as a major tourist destination and to the boat building industry within the UK more widely.

It is understood that there is pressure on employment land at Brundall Riverside for alternative land uses such as holiday accommodation. If unchecked, such pressure could slowly erode this important centre of local economic activity and begin to undermine the wider supply chain.

There is currently no undeveloped employment allocation in Brundall Parish and no proposals were made to identify an allocation during the plan preparation process. This means that opportunities for new employment and business are limited to existing employment areas or future changes of use from other use classes.

It is recognised that there is a need to balance future economic development with the environmental protection of the Norfolk and Suffolk Broads and the ongoing risk of flooding through careful design and mitigation measures. As such, any proposals for new economic uses in Brundall Riverside will need to refer to Policy DP2 of the Broads Authority Development Management Development Planning Document and technical guidance accompanying the National Planning Policy Framework regarding flooding which will be used to assess the suitability of proposals.

Ambition

This policy seeks to protect and enhance existing concentrations of employment activity in the village. Specifically it seeks to protect and enhance boating and marine related activities located at Brundall Riverside and Brundall Marina, recognising their importance in the success of boat building in the region and the Norfolk and Suffolk Broads as a major tourist destination. The policy recognises the constrained accessibility of the location and any proposals would be expected to be accompanied by appropriate mitigation strategies such as travel plans.

POLICY 7: BOATING AND MARINE BUSINESSES

The Plan seeks to protect and enhance the important cluster of boat building and marine related businesses located in Brundall Riverside. The Plan will support the development of economic activity that contributes towards the boat building supply chain and helps to protect and develop this important component of the local economy. Redevelopment of areas currently used for boat building activities that result in a significant loss of employment and would be to the detriment of the boat building industry should be avoided.

Policy 8: Leisure and tourism

Background & justification

Brundall represents an important strategic location for leisure and tourism activity across the Norfolk and Suffolk Broads area. The village is particularly well connected to Norwich by road, rail and water and contains an existing concentration of activity related to tourism on the Broads at Brundall Riverside.

Consultation with local residents confirmed that there is a desire to see some leisure facilities for local people, as well as for tourists, close to the Broads in the Brundall Riverside area. Specifically, consultation supported the provision of a point of public access to the water which has been a long-held community ambition. As noted in section two, the relationship between the village and leisure pursuits on the Broads is one of the main reasons Brundall grew over the last century or so and yet there is little trace of this relationship today.

Despite the presence of moorings and boat hire yards, there are limited related leisure facilities around Brundall Riverside for day trippers and other visitors. The immediate access to public transport at Brundall Station alongside this supply of boating businesses creates an opportunity to enhance the role of this part of the village in the local tourism economy.

Ambition

This policy seeks to promote leisure and tourism facilities in an area around Brundall Station taking advantage of its public transport accessibility and proximity to the River Yare. The policy does not seek to actively reduce or diminish existing boat building activity supported by Policy 7 but is intended to promote opportunities on un-used or under-used land currently given over to other activities.

The proximity of the area to the Broads and associated environmental designations means that any proposals will need to be particularly sensitive and well considered in terms of flood mitigation. As such proposals should refer to Policy DP2 of the Broads Authority Development Management Development Planning Document and to technical guidance accompanying the National Planning Policy Framework regarding flooding and environmental protection such as the Water Framework Directive which will be used to assess suitability.

POLICY 8: LEISURE AND TOURISM

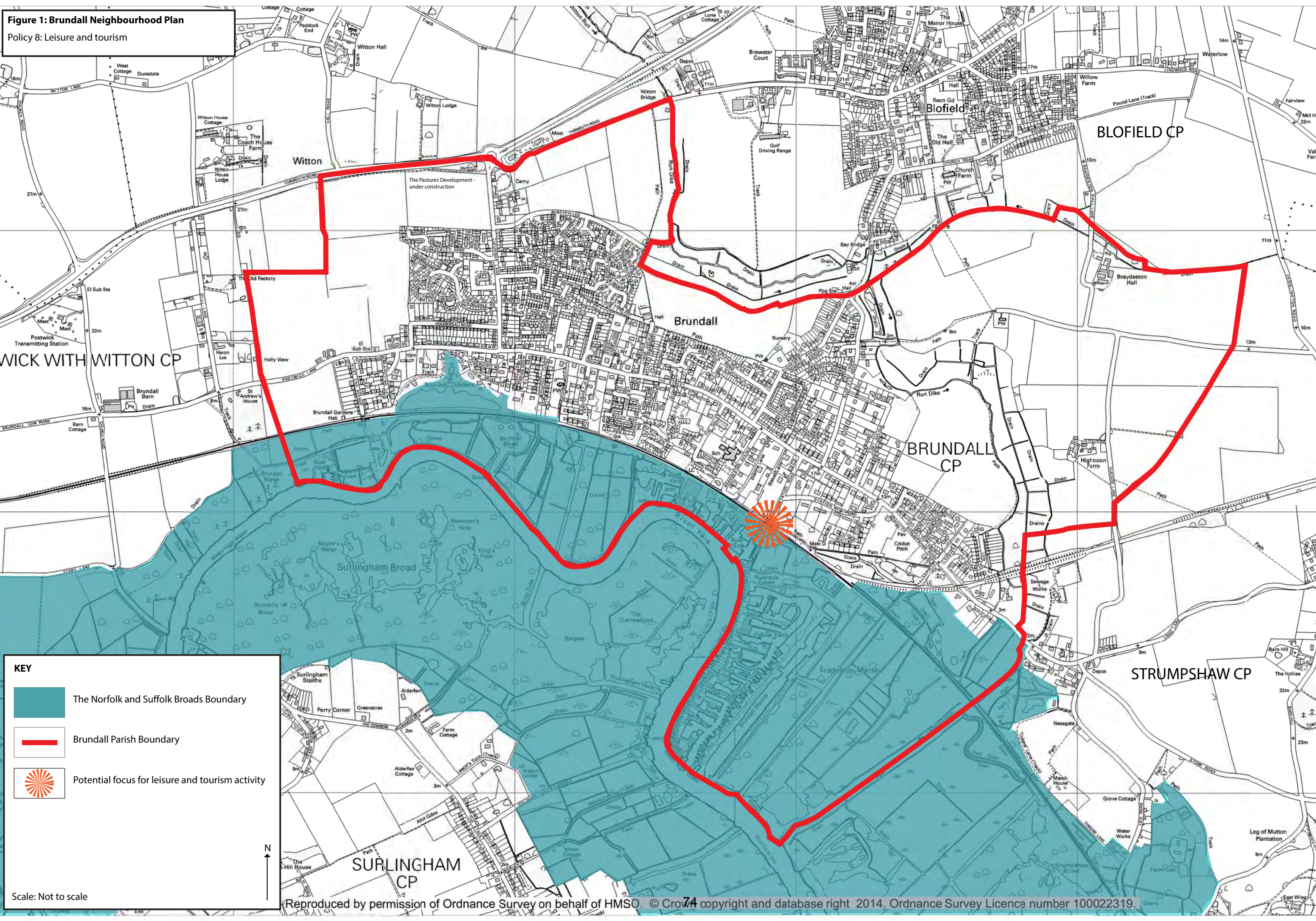
The Plan supports the introduction of publicly accessible Broads-related leisure and tourism activities close to Brundall Station within the Brundall Riverside area. Activities that would be supported include food and drink and more general leisure uses that complement the existing provision of boat hire yards and moorings.

It is possible that proposals for more than one site may come forward and so it is important that where practicable, there is a comprehensive and coherent solution that creates a single centre of activity around Brundall Station and not a series of fragmented or disjointed uses.

The need for a comprehensive approach is also driven by the aspiration to create a single new public access to the water ideally including a public slipway for the use of the village as well as tourists and the aspiration to create an area of green open space for residents and visitors to enjoy.

All proposals will be expected to promote sustainable movement and access via walking, cycling and use of local train services and minimise access via the private car.

Figure 1: Brundall Neighbourhood Plan
Policy 8: Leisure and tourism



5. Implementation & monitoring



Section 5: Implementation and monitoring

Implementation

The implementation of the Brundall Neighbourhood Plan will require the co-ordinated input and cooperation of a number of statutory and non-statutory agencies, private sector organisations, local community and neighbouring Parishes. Alongside other strategic policies and documents, the Brundall Neighbourhood Plan is intended to provide a starting point for working together to implement positive physical change in the village.

A separate implementation plan has been prepared alongside the Neighbourhood Plan to provide a framework for implementation. This includes information on parties from whom input and cooperation will be required to progress specific policies, leadership, programming and indicative funding requirements.

Monitoring

Brundall Parish Council will monitor the implementation of the Neighbourhood Plan. Subject to available resources the Parish Council will prepare annual monitoring reports. These reports will be published on the Council's website and issued to Broadland District Council and the Broads Authority.

Enforcement Update
Report by Head of Planning

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

Recommendation: That the report be noted.

1 Introduction

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

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

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

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

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

2 Financial Implications

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

Background papers: BA Enforcement files

Author: Cally Smith

Date of report 18 March 2015

Appendices: Nil

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

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

Recommendation: That the report be noted.

1 Introduction

- 1.1 The attached table at Appendix 1 shows an update of the position on appeals to the Secretary of State against the Authority since March 2015. There is in fact only one appeal which has been validated and which the Authority has received since May 2014.

2 Financial Implications

- 2.1 There are no financial implications.

Background papers: BA appeal and application files.

Author: Sandra A Beckett
Date of report: May 2015

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

APPENDIX 1

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

Start Date of Appeal	Location	Nature of Appeal/ Description of Development	Decision and Date
3-3-15	App Ref E9505/W/15/3004216 BA/2014/0381/FUL BA/2015/0002/REF 104 Lower Street, Horning, NR12 8PF Mr and Mrs John and June Wright	Appeal against refusal Alteration of existing south west facing window and formation of a double doorway in place of double opening window and formation of access via external stairway to quay head decking area	Delegated Decision on 17 December 2014 Questionnaire and Notification Letters sent by 10-3-15 Statement sent by 7 April 2015
Not yet received	App Ref APP/E9505/W/15/3013 891 BA/2014/0281/COND Pampas Lodge Holiday Park NR14 6AA Mr Colin Shirley	Appeal against refusal Variation of Condition 6 of 1998/1645/CU to allow use of caravan pitch for year-round warden's accommodation	Delegated Decision on 3 December 2014

Decisions made by Officers under Delegated Powers

Report by Director of Planning and Resources

**Broads Authority
Planning Committee**

29 May 2015

Agenda Item No. 13

Summary:	This report sets out the delegated decisions made by officers on planning applications from 21 April 2015	to 18 May 2015
Recommendation:	That the report be noted.	

Application	Site	Applicant	Proposal	Decision
Barton Turf And Irstead Parish Council				
BA/2015/0076/HOUSEH	Staithe Lodge Hall Road Barton Turf Norfolk NR12 8AR	Mr Anthony Cuss	Extensions and alterations to existing dwelling	Approved Subject to Conditions
Coltishall Parish Council				
BA/2015/0077/HOUSEH	Burebank House 4 Anchor Street Coltishall Norwich NR12 7AQ	Mr And Mrs G Bradford	Remodelling of the external elevations and internal alterations	Approved Subject to Conditions
Ellingham Parish Council				
BA/2014/0415/FUL	Cellular Radio Mast (5681) Ellingham Grain Store Geldeston Road Ellingham Norfolk NR35 2ER	Telefonica Limited	Upgrade of an existing 20m monopole with change of head frame with new antennas and dishes, ground based cabinets and ancillary development	Approved Subject to Conditions
Gillingham Parish Council				
BA/2015/0070/FUL	Land South Of Marsh Lane Gillingham Norfolk	Mrs Patricia Reed	Retrospective application for the erection of 2 stables and feed store and removal of caravan.	Approved Subject to Conditions

Application	Site	Applicant	Proposal	Decision
Halvergate Parish Council				
BA/2015/0092/FUL	Stracey Windpump New Road Halvergate Great Yarmouth Norwich Norfolk NR13 3QE	Mr And Mrs A Brightwell	Retrospective application for the retention of shop and tearoom in relocated, altered and extended building, and associated proposed improvements.	Approved Subject to Conditions
BA/2015/0091/LBC				Approved Subject to Conditions
Horning Parish Council				
BA/2015/0057/COND	J B Boat Sales 106 Lower Street Horning Norwich Norfolk NR12 8PF	Mr John Buchanan	Variation of Condition 2 of pp BA/2011/0408/FUL for alterations to pattern and fenestration of timber doors/windows, eaves detail and roof pitch	Approved Subject to Conditions
Hoveton Parish Council				
BA/2015/0082/HOUSEH	Tshukudu Meadow Drive Hoveton Norwich Norfolk NR12 8UN	Mr Steven Stone	Proposed alterations and extension	Approved Subject to Conditions
Langley With Hardley Parish Council				
BA/2015/0089/HOUSEH	Willow Cottage Hardley Street Hardley Norfolk NR14 6BY	Mr Mike Harris	Re-modelling property to include single and 2 storey extensions to rear and side of property including the removal of existing conservatory. Replace existing carport and replacing with new carport; demolishing existing summer house to rear of garage and rebuilding.	Approved Subject to Conditions
Mautby Parish Council				
BA/2015/0085/HOUSEH	Mullona 1 Low Road Runham Mautby Norfolk NR29 3EQ	Mr And Mrs Wacey	Single storey side extension to form additional bedroom and study.	Approved Subject to Conditions

Application	Site	Applicant	Proposal	Decision
Potter Heigham Parish Council				
BA/2015/0049/HOUSEH	Up River 77 North East Riverbank Potter Heigham Norfolk NR29 5NE	Dr Christopher Sampson	1. Replace the flat roof covering 1/3rd of the property with a pitched roof matching the metal roof covering the other 2/3rds of the property. 2. Widen and dredge the boat dyke, replace its rotten quay heading and install safe board walk and safety posts around the dyke. Also raise the existing riverside quay heading so that the land behind it can be restored to its original level.	Approved Subject to Conditions
Thurne Parish Council				
BA/2015/0074/HOUSEH	Ash Lodge The Street Thurne Norfolk NR29 3AP	Mr Peter Cotes	Construction of timber frame double garage in place of existing timber shed and temporary "tent".	Approved Subject to Conditions
Trowse With Newton Parish Council				
BA/2015/0032/FUL	Whitlingham Lane Norwich NR14 8TR	Mr James Colman	Construction of an abstraction pumping station and associated pipeline to supply water to a new agricultural irrigation reservoir from the River Yare.	Approved Subject to Conditions
Wroxham Parish Council				
BA/2015/0083/HOUSEH	Mallards Beech Road Wroxham Norwich Norfolk NR12 8TP	Mr Anthony Clegg	Proposed extension to form a utility / tackle store.	Approved Subject to Conditions