

Policy x: Peat

Sites of peat will be protected, enhanced and preserved. Where it is considered necessary in cases where development coincides with the location of peat an evaluation will be required in relation to palaeoenvironments, archaeology and potential carbon content.

There will be a presumption in favour of preservation in-situ for peat and development proposals that will result in unavoidable harm to, or loss of, peat will only be permitted if:

- i) there is no less harmful viable option;
- ii) the amount of harm has been reduced to the minimum possible;
- iii) satisfactory provision is made for the evaluation, recording and interpretation of the peat before commencement of development;
- iv) the peat is disposed of in a way that will limit carbon loss to the atmosphere.

Proposals to enhance peat and protect its qualities will be supported.

Reasoned Justification

Peat is an abundant soil typology in the Broads and is an important asset as it provides many ecosystem services:

- **Climate change:** The soils formed by the Broads wetland vegetation stores 38.8 million tonnes of carbon (NCA Profile 80, Natural England and the Broads Authority's Carbon Reduction Strategy¹). Peat soils release previously stored carbon when they are dry. UK peats represent both a threat and an opportunity with respect to greenhouse gas emissions because correct management and restoration could lead to enhanced storage of carbon and other greenhouse gases in these soils while mismanagement or neglect could lead to sinks becoming net sources of greenhouse gases.
- **Biodiversity:** Peat soils support internationally important lake, fen, fen meadow, reed-bed and wet woodland habitats. Some 75 per cent of the remaining species-rich peat fen in lowland Britain is found in the Broads. Milk Parsley only grows on peat soils and this is the food plant of the Swallowtail Caterpillar. Fen Orchids have their UK stronghold in the Broads so the peat soils in the Broads are critical for the survival of this species. Rare plant and invertebrate communities (collection of species) are supported by the peaty soils.
- **Archaeology:** From around the 11th Century, the demand for timber and fuel was so high that most woodland was felled, and the growing population then began digging the peat in the river valleys to provide a suitable fuel alternative. Rising sea levels then flooded these early commercial diggings and, despite numerous drainage attempts, the flooding continued and subsequently today's broads were formed. Historic England has identified the Broads as an area of *exceptional waterlogged heritage*. Fundamentally, because of the soil conditions in the Broads, there is great potential for archaeology to be well preserved giving an insight into the past. Archaeology is discussed in more detail in the Heritage section of this document.
- **Palaeoenvironments:** The peat has accumulated over time and thus incorporates a record of past climatic and environmental changes that can be reconstructed through, for example, the study of its stratigraphy and pollen content. This leads to increased knowledge of the evolution of the Broads landscape.

¹ http://www.broads-authority.gov.uk/_data/assets/pdf_file/0011/400052/Carbon-reduction-strategy.pdf

- **Water:** Peaty soils help prevent flooding by absorbing and holding water like a sponge as well as filtering and purifying water. Peat can absorb large quantities of nutrient and other pollutants, although peat soils can under certain conditions release these chemicals back into the surrounding water.

Whilst there is a certain irony in protecting the peat in an area where the lakes originated from peat extraction, peat is a finite resource taking thousands of years to form. Land management that could impact on the quality of the peat includes: land drainage, introduction of polluted water, burying the peat under hard surfaces or gardens and peat removal to change the land use.

Lowland peat bog is a priority habitat under the UK Biodiversity Action Plan and the EU Habitats Directive because of the quality and diversity of species it supports.

Peat is not a habitat that can easily be recreated elsewhere. Some practices can also compact peat. It should be noted that on occasion, for nature conservation benefits, peat can be removed to create very shallow turf ponds or scrapes (areas of temporary open water) on areas of fen or scrub habitat to maximise the biodiversity value and hold back succession to woodland habitat.

The NPPF and NPPG only mention peat in relation to its excavation as a mineral resource rather than the issue in the Broads relating to impact due to groundworks from development and inappropriate land management:

NPPF 143: *'identify and include policies for extraction of mineral resource of local and national importance in their area, but should not identify new sites or extensions to existing sites for peat extraction'*

NPPF 144: *'not grant planning permission for peat extraction from new or extended sites'*

The policy seeks protection of peat through changes in the location of development in the first instance and then or designing proposals in such a way so as to minimise disturbance to the qualities of the peat and the amount of peat removed. Development proposed on areas of peat would require a peat assessment which shows how efforts have been made to reduce adverse impacts on peat.

Proposals that still will result in removal of peat are required to assess the archaeological and paleo environment potential of peat and make adequate recordings prior to removal.

In order to then prevent the loss of carbon to the atmosphere that is sequestered in peat, disposal is of great importance. The Authority expects peat to be disposed of in a way that maintains the carbon capture properties in perpetuity. Peat needs to go somewhere where it can remain wet (and hence retain its function to lock up carbon and prevent it being released into the atmosphere), potentially provide a seedbank (the potential for ancient peat to provide a viable seedbank may need to be evidenced) or be reused for local benefit (for example by boosting organic matter in degraded arable soils). When dry, peat loses its properties and oxidizes, so transfer to the receiving site would need to be immediate.

It is noted that the removal of peat can be necessary for conservation management e.g. the most biodiverse areas of fen occur on areas where the turf has been stripped and vegetation subsequently grown back.

The Authority has undertaken projects to emphasise the importance of peat:

- 'For Peat Sake' is a Broads Authority education project and education resource document to help students understanding what peat is and why it's so precious. It outlines some of the science of peat in the Broads and its history, and explains how and why it is worth studying.
- The Authority provides soil carbon protection advice to land owners, land managers and agri-advisors, and has arisen from the Broads Authority peat survey carried out in 2009/2010. The survey looked at the type and quality of peat soils outside of conservation designated fen and wet woodland habitats, and included fen meadow, grazing marsh and arable sites. These peat soils account for over 4,500 hectares which could potentially be improved for carbon storage mainly through water management. This document was distributed to Farm Advisers working in the Broads.
- Surveys and mapping: Peat survey in the Waveney valley and collating records of peat from partners and surveyors. Current work is scoping out the mapping of historic peat cutting and the collation of peat records that were gathered by the Broads Authority in 2009.

Comments received as part of the Issues and Options consultation

Historic England: We welcome the identification of archaeology and palaeoenvironments in the introduction (please also refer to our comments on pp22-4 above) and the inclusion of the Wetland and Waterlogged Heritage Survey within the evidence base. As policies are developed, consideration should be given to how potential archaeological deposits are conserved when faced with development proposals. This may include requiring archaeological assessments, given the high archaeological potential and limited archaeological information about the Broads. We note the irony of drafting a policy to protect peat when the Broads were formed through peat extraction.

Inland Waterways Association: If useful and not unduly onerous, provision of guidance in Option 4 seems the better way to address peat exploitation.

RSPB: As outlined in the document, peat is a finite, ecologically valuable resource that supports internationally important species and habitats. It is not possible to mitigate for its loss as it cannot be recreated in any reasonable timeframe. The chosen option needs to minimise disruption, protect and restrict removal of peat soils. The wording needs to be carefully considered as some operations which are beneficial to the conservation of the Broads and the maintenance of internationally important species and habitats requires the carefully controlled and monitored removal of peat for conservation purposes, e.g. the creation of turf ponds and scrapes. A combination of Options 2 and 6, with a caveat that disturbance or small-scale removal for the management of land for conservation should be permitted, could be used to ensure the correct level of protection is appropriately applied.

APPENDIX N (ACL1 & ACL2)

Planning Committee please note that these allocations have planning permission but have not been delivered yet. There are issues regarding acquiring the land and Acle Parish Council are investigating their options. They have requested that these policies remain in the Local Plan. If they cannot acquire the land then the Broads Authority and Broadland Council, together with Acle Parish Council, will need to work together to find alternative locations for these two land uses. Please note that this exercise has been completed and the two areas as set out in the policies are favoured.

Policy ACL 1: Acle Cemetery Extension
Inset Map 1

Land to the rear of the existing cemetery is allocated as an extension to the cemetery.

This development will be

- a) subject to a prior archaeological assessment;
- b) subject to a prior groundwater protection risk assessment in accordance with Environment Agency Guidance: Assessing Groundwater Pollution for Cemetery Developments¹;
- c) integrated into the wider surroundings by a landscaping scheme including boundary hedge and tree planting; and
- d) coordinated with any adjacent proposed playing field extension in terms of design and boundary treatment.

CONSTRAINTS & FEATURES

- Archaeological interest in vicinity.
- Outside identified high flood risk areas (zone 1 by EA mapping).
- As a minimum, a basic Tier 1 risk screening assessment is required for all cemetery extensions (as set out in guidance on the EA website).

SUSTAINABILITY APPRAISAL CONCLUSION

[To follow](#)

SUMMARY PLANNING RATIONALE

The existing cemetery at Acle is close to capacity. Acle Parish Council has, over a period of time, actively sought a site to accommodate further burials. Following a search of potential locations around the village, this is its preferred site and is understood to have widespread local support. The location adjacent to the existing cemetery makes practical sense, and the use can be satisfactorily accommodated here, subject to the considerations outlined in the policy. The Parish Council has yet to secure ownership of the site but has indicated its firm intention to do so, and is negotiating with the owner to achieve this.

¹ https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/290462/scho0404bgla-e-e.pdf

The area concerned is around 0.8ha (2 acres), gently sloping and currently part of an arable field adjacent to the existing cemetery and bounded on one side by a narrow track/public footpath. The Parish Council's intention is that the immediately adjacent piece of land to the east would be used as an extension to the existing recreation centre playing fields, and this is supported by a complementary policy. Together they would form a reasonable extension to the existing urbanised extent of Acle forming a new boundary line linking the extremity of the existing playing fields to the east with the approximate limit of housing development to the west.

The site lies wholly in Flood Zone 1 by both EA mapping and SFRA 2007 mapping and therefore there are no flood risk issues constraining the development. However, the EA wish to ensure that any risk of risk of pollution to groundwater is adequately assessed before any planning permission is granted, and the policy reflects this. The EA are content with the allocation for the proposed use on the basis of the results of preliminary investigations by the Parish Council. Testing to provide the more detailed information required by the EA to support a planning application EA licence is planned, by the Parish Council, to be undertaken once it has acquired the site.

The area is of archaeological interest and this development should be subject to prior assessment of the archaeological value, and arrangements for archaeological recording in the event the development proceeds. A requirement for suitable boundary treatment and planting would help integrate the development into the wider Broads landscape.

MONITORING INDICATORS

| [To follow](#)

**Policy ACL 2: Acle Playing Field Extension
Inset Map 1**

Land is allocated for an extension to the playing fields at Acle Recreation Centre.

This development will be

- a) subject to a prior archaeological assessment;**
- b) integrated into the wider surroundings by a landscaping scheme including boundary hedge and tree planting; and**
- c) coordinated with any adjacent proposed cemetery extension in terms of design and boundary treatment.**

Any floodlighting shall be designed to minimise light spillage into the wider Broads landscape, and avoid adverse effects on neighbouring residents' amenity.

CONSTRAINTS & FEATURES

- Outside identified high flood risk areas (zone 1 by EA mapping).
- Archaeological interest in vicinity.
- Partially on safeguarded minerals (sand and gravel) resource.

SUSTAINABILITY APPRAISAL CONCLUSION

[To follow](#)

SUMMARY PLANNING RATIONALE

The area concerned is piece of gently sloping land, currently part of an arable field adjacent to the existing playing fields. It is immediately adjacent to the land subject of Policy ACL1 for a cemetery extension. Together they would form a reasonable extension to the existing urbanised extent of Acle forming a new boundary line linking the extremity of the existing playing fields to the east with the approximate limit of housing development to the west.

Extending the existing playing fields makes practical sense, and meets a social need in a location well related to the village and built surroundings. The proposed extension is around 0.44ha (1 acre), and would increase the existing playing fields area (largely outside the Broads area) by about 10% (they are currently around 4ha (10 acres)).

The Recreation Centre is a well-used local resource. The Trust which runs this has identified a need for additional playing field capacity. The provision of additional playing fields adjacent to the existing facilities makes practical sense, and this location also enables coordination and landscaping with the proposed cemetery extension adjacent. The scheme has the active support of Acle Parish Council.

The playing fields extension could be satisfactorily integrated into the Broads landscape in this location, and integrated with the proposed cemetery extension adjacent, by means of a landscaping scheme including boundary planting, and the policy provides for this.

The scheme is supported, in principle, by Sport England and Broadland District Council.

The site is partly on a safeguarded mineral (sand and gravel) resource, but Norfolk County Council has no objection to the sports field use, provided that no permanent buildings are erected on the site. The potential need for additional ancillary facilities such as car parking and changing rooms have been considered by the Trust and it plans to provide these within its existing area and it does not plan to erect buildings on the area subject to this policy.

MONITORING INDICATORS

| [To follow](#)

DRAFT

This version of GTY1 is the same as the 2014 Sites Specifics Local Plan version. We would welcome your views on it.

At the time of writing, discussions were ongoing with the owner with regards to their ambitions for the site. Further work was going to be undertaken by the owner and this work would inform further discussions.

There is potential for the policy to be amended to seek regeneration of the area in a way that also meets the ambitions of the owners, but that would depend on detailed understanding of the various constraints.

The Authority will work with the landowner in a transparent way to hopefully come up with a policy that will enable improvements to the site.

Policy GTY 1: Marina Quays (Port of Yarmouth Marina) Inset Map 6

The reuse and enhancement of existing facilities at Marina Quays for river and other leisure users, or appropriate redevelopment, will be encouraged where this is compatible with the flood risk to the site.

Careful consideration will be given to the design, scale and layout of any redevelopment, its potential additional impacts on nearby residents, and its role as a landscape buffer between the Bure Park and more urban areas.

Any boatyard/marina uses will need to address the risk of water pollution.

CONSTRAINTS & FEATURES

- River frontage with riverside footpath passing through;
- adjacent to Bure Park;
- petrol station and main road (Caister Road) adjacent.
- Flood risk (zone 3 by EA 2012 mapping).
- Some areas of the river are not the required depth for safe mooring and dredging is likely to be required. Dredging immediately in front of the Quay heading would be the responsibility of the landowner or operator. Discussions with the Broads Authority, in order to obtain a works licence, would be required.
- [River in this area is tidal and water speed can be quite fast.](#)

SUSTAINABILITY APPRAISAL CONCLUSION

To follow

PLANNING SUMMARY ASSESSMENT

The marina, public house, and public toilets on this site are currently closed and boarded up. While their reuse and upgrading would be welcome, it is uncertain whether this will be achieved. The policy wording reflects this situation, and also supports alternative redevelopments which will bring the area back into use while addressing the need to ensure appropriate regard is given to neighbouring uses and occupiers. Any such development

would be subject to the Natural Environment policy and required to demonstrate no likely adverse impact on the integrity of Natura 2000 sites, including Breydon Water.

The Environment Agency advises that more recent evidence indicates the flood risk to the area is greater than that suggested by the Broads Strategic Flood Assessment, and while this may limit the potential for other development, the continued use for boating and for outdoor leisure is likely to be compatible with flood risk policies. The EA also draws attention to this site in relation to the potential for water pollution from boatyard or industrial uses in waterside sites.

MONITORING INDICATORS

To follow

DRAFT

Policy CAN 1: Cantley Sugar Factory**Inset Map 3**

This site is defined as an employment site for the purposes of [Broads Development Management Policy DP18 Policy x](#) (Protecting General Employment).

Development on this site which secures and enhances the sugar works' contribution to the economy of the Broads and wider area will be supported where this also -

- a) Protects or enhances wildlife and habitats (including the nearby Ramsar site, SPA and SAC);
- b) Protects or enhances the amenity of nearby residents;
- c) Avoids unacceptable adverse impact on highway capacity or safety;
- d) Improves the appearance of the works particularly in views from the river, through design, materials, landscaping;
- e) Reduces light pollution;
- f) Uses the disposition, bulk and location of buildings and structures to avoid extending the built-up part of the site into the open areas around or more prominent in the skyline;
- g) Can be demonstrated to be in conformity with national policy on flood risk; and
- h) Appropriately manages any risk of water pollution.

Renewed use of the railway or river for freight associated with the plant would be particularly encouraged, as would measures reducing carbon dioxide emissions.

Employment uses other than that associated with the sugar works will be supported only where they do not prejudice the future of that use (and associated waste operations) and also meet the above criteria.

CONSTRAINTS & FEATURES

- Flood risk (zones 1, 2 & 3 by EA 2012 mapping; zones 1, 2 & 3b by SFRA 2007 mapping).
- Site is close to SPA, SAC, SSSI and Ramsar designated areas.
- Public footpaths cross the site.
- The policy area is within the consultation zone of a waste operation associated with the sugar works.

SUSTAINABILITY APPRAISAL CONCLUSION

To follow

PLANNING SUMMARY ASSESSMENT

The Cantley sugar works are a major contributor to the local economy, and help support jobs and agriculture (beet production) over a wide area. [Around 120 people are employed on the site, but many more are employed seasonally and in the sugar beet supply chain.](#)

The works are, though, a major emitter of carbon dioxide within the Broads, and the heavy road freight associated with the works has negative impacts on local resident's amenity, and highway safety and capacity.

The Policy continues the long-standing approach of supporting the continuation and upgrading of the works, while encouraging this to happen in a way that minimises adverse impacts and makes the most of opportunities for improving the local environment and amenities. Planning permission exists to develop the works to enable the processing of imported cane sugar, but this has yet to be implemented.

The potential for recommencing use of the river and or railway to transport freight to and from the site was explored in the Cantley Transport Feasibility Study. Although there is no immediate prospect of this being achieved, it remains an aspiration should circumstances permit.

The Habitats Regulations Assessment identified that any development on the site should be subject to site-level screening at the planning application stage. This is ensured by the Habitats Regulations and [Development Management Policy DP1 Local Plan policy x](#).

Parts of the site are vulnerable to flood risk (and have experienced flooding), but the precise extent of different levels of risk in the immediate area could not be ascertained by the Broads SFRA. Thus a site flood risk assessment will be needed to demonstrate the level of the risk associated with any future proposed development. The EA highlights the need to address the risks of water pollution for waterside sites in industrial use.

[The Authority acknowledges the work undertaken to reduce light pollution \(receiving an award for sky friendly night time exterior lighting and restricting light above the horizontal in 2010\). The requirement to address light pollution remains in the policy to reflect the good dark skies in the area, particularly when further away from the works. The Authority would like to see further reduction in light pollution to improve the dark skies of the area as a whole.](#)

MONITORING INDICATORS

To follow

Policy TSA 3: Griffin Lane – boatyards and industrial area
Inset Map 9

Environmental and landscape improvements to this area will be sought, while protecting the existing dockyard and boatyard uses under policies [DP18-x](#) (General Employment) and [DP20-x](#) (Boatyards).

Development in the area will not be permitted except where this furthers these objectives and is compatible with the restricted road access to the area and other highway constraints.

Any change, in line with the requirements of this policy, should take account of the Listed Grade II building and its setting. Furthermore, in the light of the potential for archaeological remains in the area an archaeological survey may be required in advance of any grant of planning permission.

CONSTRAINTS & FEATURES

- Listed Grade II building within area.
- Area likely to be of archaeological interest.
- Just across river from Whitlingham Marsh Local Nature Reserve.
- Flood risk (mainly zone 3 by EA mapping; zones 2, 3a & 3b, by SFRA 2007 mapping, and some outside its coverage).

This area contains safeguarded minerals (sand and gravel) resources, but the Minerals Planning Authority has advised this is unlikely to constrain the type and scale of development supported by the Policy.

SUSTAINABILITY APPRAISAL CONCLUSION

To follow

PLANNING SUMMARY ASSESSMENT

The policy seeks to support the value of the boatyards and dockyard, while ensuring that full regard is given to the desirability of achieving environmental improvements, and to the constrained road access to the area.

MONITORING INDICATORS

To follow

Policy WH1: Whitlingham Country Park

Inset Map 9

Whitlingham Country Park will continue to be managed to provide recreation and quiet enjoyment [on land and water](#), supported by scenic landscape and wildlife habitat.

Further development of buildings and facilities [and sustainable recreation and visitor uses](#) which contribute to ~~this~~ [these aims](#) will be supported where they:

a) [Are of high quality design and materials](#)

a) ~~b)~~ Contribute positively to the river valley landscape and the setting of the Crown Point Registered Park and Gardens;

b) ~~c)~~ Avoid a proliferation of buildings in the area, and provide for shared use [of these buildings](#) where practicable;

c) ~~d)~~ ~~Make appropriate~~ [Improve](#) provision for cycling [and](#), pedestrians; [and car parking; and](#)

d) ~~e)~~ Do not generate levels or types of traffic which would have adverse impacts on safety and amenity on Whitlingham Lane and the wider road network.

f) [Have assessed and addressed the impact of the proposal on existing uses, users or activities \(on land and water\) and on the quiet enjoyment of the area;](#)

g) [Provide bio-security measures;](#)

e) ~~h)~~ [Provide biodiversity enhancements;](#) -

f) ~~—~~ [Contribute to the health and wellbeing of users;](#)

i) [Improve the visitor experience; and](#)

j) [Support the sustainable management of the Park.](#)

[Any proposals that affect car parking in the area need to be thoroughly justified and based on assessment of the use of the car parks.](#)

~~Additional public toilet facilities will be particularly encouraged.~~

CONSTRAINTS & FEATURES

Area is adjacent to the Whitlingham Marshes Local Nature Reserve.

Flood risk (mainly zone 3, some zones 1 and 2, by EA mapping; mainly zone 3b, some 1, 2 & 3a, by SFRA 2007 mapping).

[Much of the land area is a registered park and garden](#)

[Adjacent and close to the Deal Ground and Utilities Site which are areas allocated for development and change by Norwich City Council and the Broads Authority.](#)

SUSTAINABILITY APPRAISAL CONCLUSION

[To follow](#)

PLANNING SUMMARY ASSESSMENT

[The Country Park provides an area for quiet recreation despite being so close to Norwich. Typical activities include walks, cycle rides, sailing, supervised open water swimming, play areas as well as a visitor centre and café in the barn.](#)

This Policy reflects the importance of the Whitlingham Country Park to the Broads [and the community](#) and encourages further future enhancement of its facilities, but sets out the constraints and considerations that this would need to address.

Biosecurity means taking steps to make sure that good hygiene practices are in place to reduce and minimise the risk of spreading invasive non-native species. The types of water uses at Whitlingham Country Park range from rowing boats to canoes. These boats can be removed from the water and taken to be used in other water bodies. Users should be aware of the good practice of 'check, clean and dry' to help stop the spread of invasive aquatic species. Of particular relevance is policy x on Boat Wash Down Facilities.

The Authority has a guide relating to types of biodiversity enhancements and this can be found here: xxxx

The Park is a unique recreation offer so close to Norwich. It is accessed by Whitlingham Lane where there are residential dwellings and other recreation offers. The policy in the round seeks to ensure that levels of traffic will not impact on safety or amenity and goes onto seek improvements for pedestrians and cyclists to enable more people to walk or cycle to the Park. In relation to any changes to the car parking provision on site, proposals need to be fully justified using up to date assessments of the use of the existing car parks to determine the need for more car parking.

(n.b. The Crown Point Estate are currently exploring and consulting on the possibility of significant development in the area around the Park, largely outside the boundary of this policy, but the proposals are as yet insufficiently clear or advanced to enable an assessment of these to be made.)

MONITORING INDICATORS

To follow



Broads Authority Local Plan

Assessment of residential moorings nominations and refreshed general policy July 2016

1. Introduction

As part of the Issues and Options consultation, held in early 2016, stakeholders and the public were asked to nominate areas suitable for residential moorings.

Only two nominations, from the same person/organisation and in the same general area, were received. This report assesses the nominations.

Please note that the Residential Boat Owners Association offered their assistance in assessing any nominations. Their thoughts on the nomination are included in this report.

A site visit was undertaken on 10 August 2016.

2. The nominations

Both nominations are located at H E Hipperson boat yard, Beccles. See plan at Appendix x. One nomination is for one residential mooring and the other for 4 residential moorings.

3. Residential moorings planning history – H E Hipperson boat yard.

Application for a residential mooring.

Received: 09.09.2014

Ref: BA/2014/0307/FUL

Status: Approved with Conditions (see Appendix C)

Decision Date: 18.11.2014

4. Assessment of nominations

Green: Area 1: Relates to the nomination for 3 residential moorings

Blue: Area 2: Relates to the nomination for 1 residential mooring

Black: Relates to both nominations.

Criteria	Information provided	Broads Authority Assessment
1: How many residential moorings or what length of residential moorings is proposed?	<p>3 additional residential moorings. There is one residential mooring already.</p> <p>1 residential mooring.</p> <p>No specific lengths in mind, the vessel dimension byelaws already define the size of vessels that can use the various</p>	Noted

Criteria	Information provided	Broads Authority Assessment
	rivers, so we would reference those.	
2: What services and facilities are nearby for people living on boats to use (for example pharmacy, GP, school or shop)? Where are these facilities and how far are they?	H.E. Hipperson is located on the edge of Beccles, with the town being within easy walking or cycling distance. All the usual facilities of a small town are nearby, including schools, shops, churches, doctor and dentist surgeries.	Beccles was assessed as part of the Settlement Study and discussed in the Development Boundary Topic Paper. The town has a very good range of facilities and scores highly in the Settlement Study. Tescos for example is half a mile walk from the proposed site, with footways along the route.
3: Are there moorings already? If so, what is the current use of the moorings (e.g. public, private, marina etc.)?	There are existing moorings already in use by the boatyard, we are proposing a change of status to an additional four, rather than the creation of new moorings.	The existing moorings are private and not visitor mooring.
4: Would residential moorings here reduce the width of the navigation channel and impact on the ability of boats to pass?	No, the majority of moorings are off the river in a private basin. The riverfront moorings are on a relatively wide stretch of the river. The vessel dimension byelaws would preclude a vessel large enough to cause navigation issues. No, the proposed location is a private mooring basin off the main river.	There are moorings there already and a site visit has been undertaken by the Senior Waterways and Recreation Officer who concluded that there would not be any impact on navigation.
5: Is riverbank erosion an issue here? How would this be addressed?	No, the river frontage is piled and quay headed, as is the majority of the mooring basin.	Confirmed from site visit.
6: What are the adjacent buildings or land used for	Boat repairs and storage (including a wet shed). The surrounding land is farmland used for cattle grazing.	See photos
7: What is the character or appearance of the surrounding area?	Rural in appearance generally, a well-kept working boatyard adjacent to the moorings.	Confirmed from site visit.
8: Is there safe access between vessels and the land without interfering with or endangering those using walkways?	Yes, there is safe access to the boats from the land, for all moorings.	Confirmed from site visit.
9: What car parking is there for people living on boats (e.g. car park or park on road)?	Off street car parking is available on the site for a large number of cars.	Confirmed from site visit.
10: How can service and emergency vehicles access the area safely?	Via the main driveway	Confirmed from site visit.
	There are waste and recycling bins	Confirmed from site visit.

Criteria	Information provided	Broads Authority Assessment
11: How would waste and sewerage be disposed of?	provided at the yard. Sewage is disposed of via a pumpout point at the yard. Vessels (both residential and otherwise) can have their waste tanks emptied here.	
12: Is the area on mains sewerage?	Sewage from the site is pumped across the bridge to the Beccles sewerage system.	Confirmed from site visit. See also comments from Anglian Water Services.
13: Would a residential mooring in this location prejudice the current or future use of adjoining land or buildings?	No.	Confirmed from site visit.
14: Do you own the site? If not who does and have you told then about your proposal?	Yes, we own the business that owns the site.	Noted.
15: What is the current use of the site?	Boatyard. Amenity land and mooring	Confirmed from site visit.

In addition to the nomination form, additional information was provided as follows:

Question	Information provided	Broads Authority Assessment
Why have you marked such a large area for residential moorings on the plan when it is only four moorings that you wish to have?	Boats by their nature are movable and relatively self-contained. Therefore it may move to different spots in the yard depending on the size of the boat or other considerations. Depending on the size of boat, we may want it in a different location. There will be nothing about the moorings that makes them residential in terms of services etc. (compared to regular moorings). Whilst a larger area may be allocated as residential moorings, it will be for the planning application route to determine the exact location of the four residential moorings.	Noted that the detail will be for the planning application process.
Has the current residential mooring got planning permission?	Yes (BA 2014.0307.FUL)	Confirmed. See Appendix C.
What facilities are there on site for those who live on boats to use? Electricity? Fresh water? Toilets? Showers? Anything else?	Toilets, water, electricity, parking, rubbish and sewage disposal.	Noted.

Beccles does not currently have a development boundary and it is not proposed to introduce a development boundary as part of the Local Plan. Beccles does score well in the Settlement Study¹ with a very good range of facilities. Indeed the nominated site is within a half a mile walk to the town centre. The Development Boundary Topic Paper² notes that Beccles does will not have a development boundary because *'other development is likely to not be appropriate in the Broads Executive Area for reasons such as flood risk. Beccles is classed as a Market Town in the Waveney Core Strategy and is set to see some residential development within its built up area. Beccles does have physical limits as set out in the Waveney District Council Site Allocations document and has been allocated two sites totalling around 60 dwellings. The settlement as a whole is therefore accommodating some growth in a more appropriate location than the Broads part of the settlement'*.

There are sites allocated in the current Sites Specifics Local Plan that are intended to be rolled forward to the new Local Plan which are treated as being next to development boundaries because they have good access to services and facilities. In particular sites at Stalham and Brundall.

5. Anglian Water comments – impact on water network

AWS do not consider that the addition of 'dwellings' at the boatyard would adversely impact the network and therefore have no objection.

6. Suffolk County Council comments – impact on highways.

Suffolk County Council Highways Department do not consider that this would give rise to any Highway concerns, most residential moorings don't rely on vehicles for transport

7. Waterways and Recreation Officer comments – impact on navigation.

No impact on navigation.

8. Environment Agency

In response to the planning application for a residential mooring at this site in 2014 (as detailed previously), the Environment Agency did not state any objections but stated conditions that the proposal would need to meet.

9. Residential boat owners association comments

'The boatyard is situated on a small arm off the main river with a basin at the end. Hipperson also have mooring rights to the main river which is why there are two planning applications as that land is leased.

The boatyard seems to be extremely well run with an ongoing programme of improvements. The facilities are first class with water, electric points, pump out and Elsan disposal. There are rubbish and recycling bins. There is plenty of car parking and a busy 5 van caravan site.

The boatyard is a ten minute walk from Beccles town centre, which we walked. There is a very good bus service to Norwich, Great Yarmouth and Lowestoft. There is also a main line train station.

¹ http://www.broads-authority.gov.uk/_data/assets/pdf_file/0006/764475/Broads-Authority-Settlement-Study-no-hierarchy-in.pdf

² xxx

There is a nearby school. Therefore access to all services from shopping to medical, dental, education etc. is within easy reach.

We felt it was a well situated place for residential moorings, and that the R.B.O.A. can firmly support this application for residential moorings.'

10. Overall conclusion

There are no objections from Suffolk County Council in relation to highways, Anglian Water Services in relation to waste water and the Broads Authority in relation to impacting the width of navigable water.

The Residential Boat Owners Association has assessed the site and considers it suitable for residential moorings.

The nomination passes all tests as set out in DP25 apart from being next to a development boundary. Whilst Beccles will not have a development boundary, the site has good access to a very good range of facilities.

It is therefore proposed to allocate the land at Hipperson's boatyard for residential moorings. The draft policy is set out at Appendix A.

Appendix A: Draft Policy for Residential Moorings at Beccles.

Policy x: Beccles Residential Moorings (H. E. Hipperson's Boatyard)

Inset Map x

Development Management policy DP25 (New Residential Moorings) will apply as the boatyard will be treated as if it were adjacent to the development boundary. Proposals for Residential Moorings will be allowed in this area if they are not at a scale which would compromise existing business on the site as well as meeting the criteria in policy x and policy x of the Local Plan. Proposals must ensure no adverse effects on the conservation objectives and qualifying features of the nearby SSSI (site is within SSSI Impact Zone).

CONSTRAINTS & FEATURES

In a SSSI Impact Zone

Flood Zone 3 (EA Mapping)

Reasoned Justification

The BA would support around 5 of the moorings at the H.E. Hippersons' Boatyard being converted to Residential Moorings. The benefits of a regular income as well as passive security which Residential Moorings can bring are acknowledged. However, in accordance with other Local Plan policies, the conversion of an entire business to Residential Moorings would not be supported.

The H.E. Hipperson Boatyard has good access by foot to every day services and facilities provided in Beccles (such as a supermarket, pharmacy, school and Post Office). Bus stops to wider destinations are also within walking distance from these areas.

Alternative Options

Sustainability Appraisal Summary

Evidence used to inform this section

Monitoring Indicators

Appendix B: Photos from site visit 10 August 2016







Appendix C: Conditions relating to BA/2014/0307/FUL

Application for a residential mooring.

Received: 09.09.2014

Ref: BA/2014/0307/FUL

Status: Approved with Conditions (see Appendix D)

Decision Date: 18.11.2014

Condition 1. The development to which this permission relates must be begun not later than the expiration of three years beginning with the date on which this permission is granted.

Reason

The time limit condition is imposed in order to comply with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

Condition 2. The development hereby permitted shall be carried out in accordance with the submitted application form date stamped 9th September 2014, Design, Access and Planning Statement date stamped 9th September 2014, and plans titled 'Land Registry Current Title Plan' (Site Location Plan) date stamped 9th September 2014 and 'Site Plan of NR34 OEB' date stamped 9th September 2014, unless otherwise first agreed in writing by the Local Planning Authority.

Reason

For the avoidance of doubt and to ensure the satisfactory development of the site in accordance with the specified approved plans.

Condition *3. Within three months of the date of this permission details of biodiversity enhancements shall be submitted to and agreed in writing by the Local Planning Authority, the approved details shall then be undertaken and retained in perpetuity, unless otherwise first agreed in writing by the Local Planning Authority.

Reason

To secure biodiversity enhancements in accordance with policy DP1 of the Development Management Policies DPD (2011) and the NPPF (2012).

Condition *4. Within three months of the date of this permission details regarding the length and type of securement of the vessel to the bank shall be submitted to and agreed in writing by the Local Planning Authority, the approved details shall then be undertaken and retained in perpetuity, unless otherwise first agreed in writing by the Local Planning Authority.

Reason

To ensure the vessel can rise and fall with flood waters, in accordance with policy DP29 of the Development Management Policies DPD (2011).

Condition *5. Within three months of the date of this permission a flood response notice and evacuation plan shall be submitted to and agreed in writing by the Local Planning Authority, the approved details shall then be undertaken and retained in perpetuity, unless otherwise first agreed in writing by the Local Planning Authority.

Reason

To ensure the adequate protection of inhabitants against flooding, in accordance with policy DP29 of the Development Management Policies DPD (2011).

Condition 6. Only one vessel shall be used for residential purposes within the application site, unless otherwise first agreed in writing by the Local Planning Authority.

Reason

For clarity, in accordance with policy DP25 of the Development Management Policies DPD (2011).

Condition 7. The occupation of the residential mooring hereby permitted shall be limited to a person solely or mainly working, or last working, in the boatyard, or a widow or widower of such a person, and to any resident dependents, unless otherwise first agreed in writing by the Local Planning Authority.

Reason

The site of this proposal lies outside an area in which the Local Planning Authority normally permits residential development and permission has been granted in this instance having regard to the need for a boatyard worker to reside on this site, and in accordance with Policy DP26 of the Development Management Policies DPD (2011).

Appendix D: Plan of Hipperson's Boatyard.

NOMINATIONS FOR RESIDENTIAL MOORINGS



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The Broads Authority Boundary dataset is a representation indicating the location of the executive boundary at 1:10000. The definitive paper map is held by the Broads Authority which shows the legal boundary at 1:10000.

Policy x: New Residential Moorings

Applications for permanent residential moorings will be permitted provided that the mooring:

- a) Is in a mooring basin, marina or boatyard that is within or adjacent to a defined development boundary and, if more than one residential mooring is proposed, the proposal is commensurate with the scale of development proposed for that settlement. Furthermore, that the mooring basin, marina or boatyard provides an adequate and appropriate range of services and ancillary facilities [to meet the needs of the occupier of the residential moorings \(for example potable water and electricity\)](#) or provides adequate access to local facilities in the vicinity;
- b) Would not result in the loss of moorings available to visitors/short stay use;
- c) Would not impede the use of the waterway;
- d) Would not have an adverse impact upon:
 - i) the character or appearance of the surrounding area [from the use of adjacent land incidental to the mooring](#);
 - ii) protected species, priority habitats and designated wildlife sites;
 - iii) the amenities of neighbouring occupiers; or
 - iv) bank erosion.
- e) Provides safe access between vessels and the land without interfering with or endangering those using walkways;
- f) Has adequate car parking and makes provision for safe access for service and emergency vehicles and pedestrians;
- g) Would not prejudice the current or future use of adjoining land or buildings;
- h) Makes adequate provision for waste, sewage disposal and the prevention of pollution; and
- i) Provides for the installation of pump-out facilities (where on mains sewer) unless there are adequate facilities in the vicinity.

All such development will meet the requirements of the Water Framework Directive.

(Note: Refer to <https://www.gov.uk/guidance/pollution-prevention-for-businesses> for information on pollution prevention measures)

Reasoned Justification

The high environmental quality of the Broads and wide range of opportunities it offers for boating make the area a popular location. As a consequence there is a significant associated demand for residential moorings. The provision of residential moorings must, however, be carefully managed to ensure that the special qualities of the Broads and their enjoyment are protected.

Tourism makes a valuable contribution to the local economy and a statutory purpose of the Broads is to provide opportunities for the understanding and enjoyment of the special qualities of the area by the public. To ensure there are sufficient facilities to allow visitors to enjoy the Broads, the Authority will therefore resist proposals for permanent residential moorings where they would result in the loss of visitor/short term moorings or boatyard services.

To ensure the occupants of houseboats have access to adequate facilities, such as education, recreation and other community facilities and services such as domestic waste collection, and to minimise impact of new development on landscape character, the Authority will require new

residential moorings to be directed to mooring basins, marinas or boatyards in or adjacent to defined development boundaries. ~~The Broads Authority is not a Strategic Housing Authority nor does it have a strategic housing target which would require it to accommodate new housing development.~~ Proposals for residential moorings will be expected to be commensurate in scale with the size of the settlement as well as the level of residential development proposed for the settlement by the relevant Local Planning Authority.

Residential moorings that have the potential to affect a protected site or species will only be permitted where a project level Appropriate Assessment (under the Habitats Directive) can successfully demonstrate that there are no adverse effects on qualifying features on the site or a detrimental impact on the species.

In order to protect visual and residential amenity and to ensure that the use of residential moorings does not compromise public safety, where permission is granted for a new permanent residential mooring planning conditions and/or obligations will be used to secure agreements for the management of the mooring and surrounding land. The use of surrounding land for incidental purposes such as storage and seating can have a negative impact if incorrectly managed. Policy DP17 x provides guidance on the forms of development that will be permissible on the adjacent waterside environment associated with a mooring.

For the purposes of this policy, a residential mooring is one where someone lives aboard a vessel (which is capable of navigation), that the vessel is used as the main residence and where that vessel is moored in one location for more than 28 days in a year. The vessel may occasionally/periodically go cruising and return to base.

The policy currently says 'within or adjacent to a defined development boundary'. With regards to the element relating to adjacent development boundary, this currently is interpreted as adjacent to our development boundaries (see section x). There could be scope to also include development boundaries of our constituent districts. For example at Chedgrave, Acle and indeed Norwich there is no development boundary in the Broads part of those settlements, but not withstanding other policy considerations, residential moorings in these locations could have good access to important facilities and services such as shops and schools without relying on the private car.

Question: Do you think residential mooring should only be considered adjacent to the Broads Authority's development boundaries or if they are adjacent to a development boundary as defined by one of our constituent districts?

Comments received as part of the Issues and Options:

RBOA: Appropriate residential moorings can support the viability of boatyards by maintaining regular income streams, regular need for boatyard facilities, maintenance, fuel etc and by providing affordable accommodation for boatyard operatives. Whilst understanding that some boatyard operations do not need to be carried out adjacent to the water, it is important to conserve this traditional connection. It would be good to see moorings fully integrated between visitor, permanent leisure and residential as we believe that the later can add security and other benefits. Servicing of moorings is an important issue for all users and whilst supporting the provision of

charging points it would be very useful would to explore the option of residential moorings using renewable energy sources. The RBOA support the extension to the areas likely to permit residential moorings. It is understood the general requirement is to relate these to existing settlements with good facilities, and agree that there may be options outside existing development boundaries. Presently, we are working with our local members to identify suitable sites which comply with the criteria DP25.

EA: Where Local Plans contain policies relating to floating structures, they must be informed by the flood risk Sequential Test and Exception Test. For such development to be acceptable, it must also not increase flood risk elsewhere; reduce flood risk overall wherever possible; and be safe for its lifetime taking into account climate change. The potential 'downstream' effects on flood risk of floating buildings and residential moorings would also need to be taken into account in an FRA. Compensatory storage may need to be provided to at least equal displacement of the loaded structure.

H E Hipperson Ltd. Appendix F - Residential Moorings. Suggestions of locations for 4 residential moorings at H E Hipperson Ltd, Gillingham Dam, Beccles.

IWA: Areas potentially suitable for residential moorings: Potentially redundant boatyards which have large spaces of off-line mooring and good land-based services would be suitable for conversion to residential mooring. This may help maintain boater facilities for visitors as well as residents. Given sufficient water space, similar facilities may also allow development of floating houses as they usually have space for car parking, provided such structures do not interfere with the ability of all craft to navigate the adjacent waterways. It may be worth considering criteria for reuse of boatyards to include, if not prioritise their assessment for residential or floating home use. IWA does not have direct experience of floating buildings. However we are prepared to assist BA in developing thoughts around this subject if this is helpful. Floating buildings appear to offer an opportunity to produce factory-built units which can combine good design with a standard product and connection system, and be fitted into the type of environs present within the Broads area. However such structures must not interfere with the ability of all craft to navigate the adjacent waterways.

Extra wording for the reasoned justification of policies relating to residential moorings.

Reason

The Environment Agency consider residential moorings in the same way as they do marinas and boatyards and these are classed as **water compatible** by the NPPG. However, there is a residential use of the moorings with people living on the boats that are moored with their personal belongings; residential dwellings rate as **more vulnerable** by the NPPG.

In reality it could be argued that the vulnerability rating of residential moorings is somewhere between water compatible and more vulnerable. That is to say that the boats are designed to float and will continue to float when there is a flood – they will not be flooded like buildings on land in an area of flood risk. That being said, there are some important considerations for boats moored at residential moorings at times of flood:

- If for example the vessel is moored too tight, it may not rise with the flood waters in a safe way and the mooring technique could cause the boat to list to one side causing safety concerns to those in the boat and resulting in damaged belongings.
- If moored too loosely the boat could be end 'hng up' whereby it has floated onto the edge or landside of the quay heading and when water resides, could tip over and sink.
- In extreme cases, the vessel could be cast adrift and at times of flood it is not always clear where the main river channel is. Furthermore, unless under control, the vessel could collide with other vessels or objects damaging itself and the object or vessel it hits.
- The access to the vessel may be disrupted so if the occupier is on board at the time of flood, how will they escape or will they have enough provisions to be able to sit out the flood? Which is the safest option?

As such, it is proposed that the policies relating to residential moorings will have the following as part of the reasoned justification.

Reasoned Justification

Proposals for residential moorings need to ensure they have adequately considered the following:

1. The technique/method of mooring the vessel. By being too tight, the vessel could list and by being too loose the vessel could float onto the landside of the quay heading or be cast adrift at times of flooding. Both scenarios have safety concerns relating to occupiers, possessions and other objects or vessels that could be hit by a loose boat.
2. A Flood Response Plan needs to be produced. Whilst it is acknowledged that residential boats will float, the access to the boat could be disrupted at times of flood with the occupier effectively stuck on board the boat. What will the occupier do at times of flood? Will they have another way of escaping from the boat or have supplies to help them sit out the flood? Which is the safest option? The Flood Response Plan will need to address these concerns.
3. Finally, how will the boat moored at the residential mooring itself be monitored at times of flood so it does not cause damage to other vessels and also prevent damage to the belongings on board (and indeed the boat itself).

Policy xx: Protection and enhancement of settlement fringe landscape character

Planning Committee please note that we are currently looking into updating the settlement fringe layer of the Landscape Character Assessment

Proposals for development lying within settlement fringe areas shall be informed by and be sensitive to the distinctive characteristics and special qualities of the Broads landscape, and should contribute to the active conservation, enhancement and restoration of these landscapes.

Development shall be permitted where it can demonstrate that its location, scale and design (with particular regard to materials, and colour) will protect, conserve and where possible enhance:

- i) The special qualities, local distinctiveness and the natural beauty of the Broads (including its historical, biodiversity and cultural character).
- ii) The visual and historical relationship between settlements and their landscape settings.
- iii) The pattern of distinctive landscape elements such as dyke networks, woodland, trees (especially hedgerow trees), and field boundaries along with their function as ecological corridors.
- iv) Visually sensitive skylines significant views towards key landscape features such as drainage mills and/or important vistas.

Development shall also demonstrate that it will not as a result of cumulative and/or sequential landscape and visual effects of development detract from the natural beauty of the national park and the experience of tranquillity.

Reasoned Justification

There are many areas in the Broads where traditional landscape features and elements are being eroded as a result of unauthorised and unsympathetic development.

Settlement fringe is a landscape type which represents those areas of land found repeatedly throughout the Broads where settlement and semi natural/natural environment converge. Invariably around any settlement there are pressures for use other than for traditional agricultural. Many of these pressures are generated as a direct result of recreational and leisure activities. Developments can be varied and include garden extensions with their associated fencing and features; allotments; poultry keeping, horse keeping, sports pitches, pond construction (fishing and wildfowling) and storage of scrap items etc.

The distinctive landscape characteristics of this landscape type are that:

- the basic underlying landscape characteristics are the same as the prevailing landscape type within the character area i.e. estuarine marshland/ heathland etc;
- the basic landscape characteristics associated with the existing natural/ semi natural environment have been compromised;
- they are always located in close proximity to existing settlement;
- the landscape has been modified in some way to accommodate the intended use;
- features may have to be added that look out of character with the semi natural environment of the Broads; and

- the activities have the potential to impact on the soils, vegetation, water quality and tranquillity of an area.

Additionally the proximity of a settlement can influence the presence and extent of strategic infrastructure such as the poles and cables for telecoms and electricity supply.

The land which is subject to these types of development pressure will generally have the basic underlying characteristics of the prevailing landscape type within the locality but invariably if used for such activities can become heavily modified through the annexation; subdivision; change of use; introduction of ancillary buildings and structures which meet the needs of the activity.

The changes effected on the areas of land which are subject to these activities can both individually (depending on their scale and nature) and cumulatively (if it is following a trend in an area) have an effect on the landscape character of an area through changes to the traditional land use and land cover. The landscape character of an area is determined by distinct and recognisable patterns of both elements, or characteristics (both physical e.g. topography, soils water quality vegetation etc and perceptual e.g. visual, sound, time depth, tranquillity etc), in the landscape that make one landscape different from another, rather than better or worse.

Many activities will require the submission of a planning application and as part of that process, consideration to their likely impacts on the landscape character of an area will be one of the many aspects that the planning authority will need to consider.

Each of the activities (see below for examples) has the potential to effect landscape in different ways. They may cause direct impacts on both the landscape (soils water, vegetation etc.) and the perceptual qualities of an area including views. They may have the effect of urbanising the semi natural/natural environment.

What follows are some examples of landscape issues which may have an adverse impact on the local landscape character.

Excavations for ponds for wildfowling /fishing etc.

- the shape, depth and profile of the excavations can look unnatural;
- pond edges not designed to support marginal plant species;
- material dug out is not disposed of in an appropriate manner;
- peat, which is a valuable landscape resource) is excavated;
- ancillary structures introduced to support the activity look out of character
- inappropriate planting

Garden extensions

- inappropriate ornamental planting introduced into a semi natural/natural environment
- layout, the materials used and manicured appearance can look out of character
- garden buildings, fencing and features can look out of character
- loss of natural/semi natural habitat

Horse keeping

- loss of natural/ semi natural habitat from changing in relation to grazing management and construction of ménages
- introduction of fencing can look out of character
- water quality – storage of bedding materials
- buildings for storage of feedstuffs and equipment
- stabling blocks
- lighting

Forces for change include

- An increase in housing development and therefore recreational / leisure time pressures within areas adjacent to the Broads
- An increase in horse ownership
- Land values which may dictate the economic viability of land use.
- Increasing popularity for coarse fishing

Land on the Corner of Ferry Road, Horning

See map x

The existing live/work units shall be retained for the contribution they make to small business and the local economy.

The ground floors shall be used for A1, A2, A3, B1 and B2 uses (use classes order 1987 as amended). Such uses shall be capable of being carried out without detriment to the amenity in the area.

The upper floors shall be used as residential for persons solely or mainly employed in the management or operation of the business activity on the ground floor below.

Reasoned Justification

The live/work units are a unique offer in the Broads. They offer business space, residential accommodation, off-street-parking and have moorings associated with them. Each unit is relatively small and provides an opportunity for small-scale and new businesses to become established with reduced overheads as the operators can live on-site.

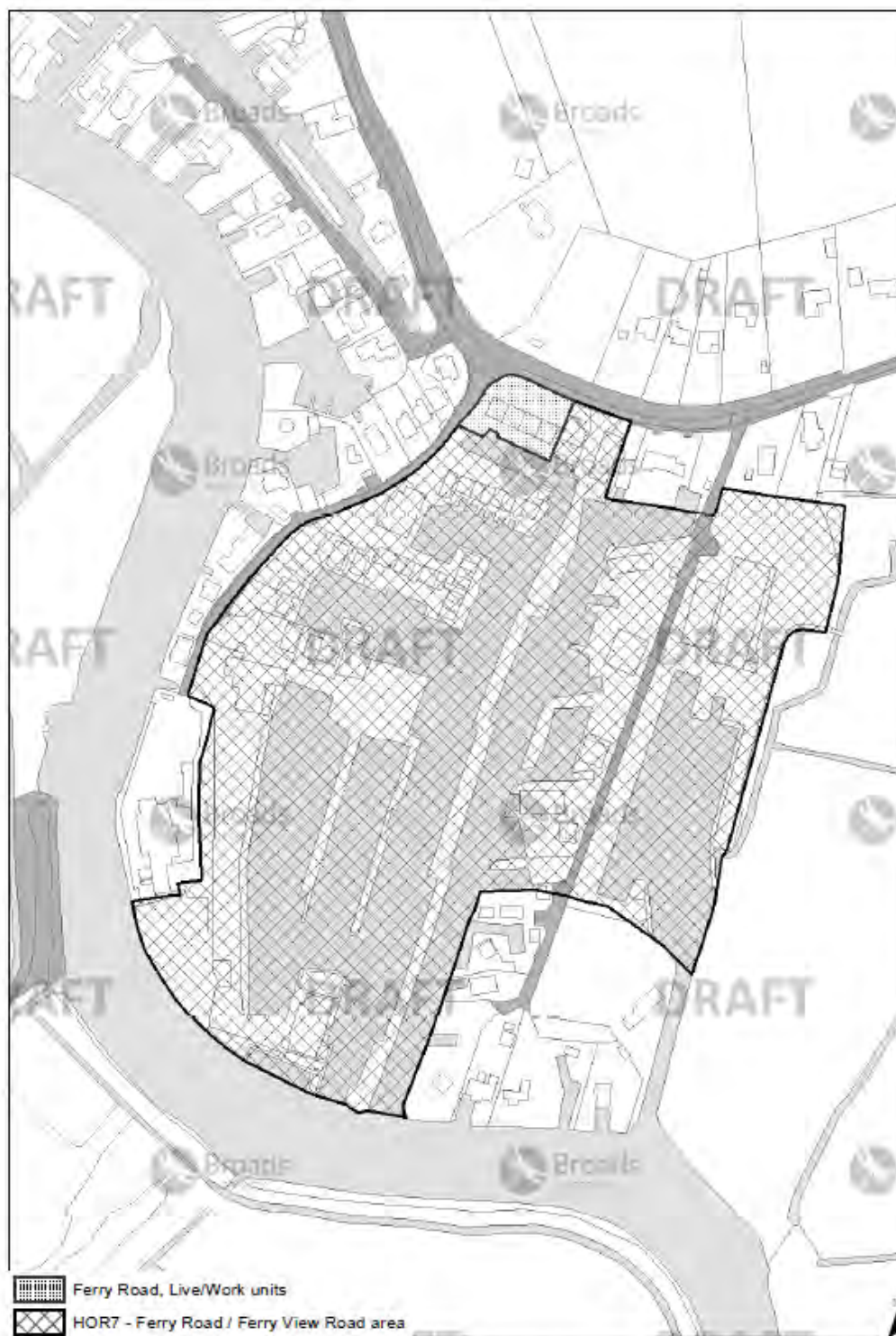
These units remained vacant for some time following construction and detracted from the appearance and experience of this part of Horning. The objective of this policy is to retain the units in beneficial use and ensure their contribution to the local economy and community is maintained long term.

Any business use must not affect the amenity of nearby land uses in line with policy x.

The site is outside of a development boundary and therefore dwellings would not normally be permitted. However, residential use is restricted to the upper floors only and must be used only by staff (and family) associated with the business operating on the ground floor.

Alternative uses will only be considered in line with policy x if it can be satisfactorily demonstrated these uses are not financially viable and the proposed new use is compatible with flood risk, protecting amenity and the location outside a defined development boundary and other policies in this Local Plan. The Authority will need to verify the content of any viability report and may need to employ external expertise to do so (The applicant will need to meet the cost of this).

HORNING



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Policy x: Brownfield land off Station Road, Hoveton

The following sites are allocated for the following uses:

A: Former Broads Hotel Cottage site is allocated for A3 and A4 land uses (land use class order 1987 as amended). Retail and an element of residential, in particular affordable housing, may be acceptable.

B: Former Waterside Rooms is allocated for A3 and A4 land uses (land use class order 1987 as amended). Retail and an element of residential, in particular affordable housing, may be acceptable.

C: Building next to the King's Head pub is allocated for holiday accommodation.

With regards to the former Waterside Rooms and the building next to the King's Head, the Authority would welcome a comprehensive scheme that covers both areas in order to deliver a mixed use scheme that makes takes advantage of this waterside location within the centre of the village and offers environmental and visual improvements.

Proposals for these sites off Station Road will need to address each of these criteria:

- i) Careful consideration will be given to the design, scale and layout of any redevelopment and potential additional impacts on nearby land uses.
- ii) Proposals must enhance the appearance of the area including the public realm.
- iii) Part of the sites are at risk of flooding and the type, siting and layout of development will need to take account of this in conformity with national policy.
- iv) Appropriate measures to manage any risk of water pollution arising from development are required to be put in place.
- v) Proposals to provide car parking must be thoroughly justified and if the need is proven, must be well designed.

Constraints and features

- Near to Wroxham Bridge which is a Scheduled Monument.
- Land next to the King's Head pub is partly in flood risk zones 2 and 3.
- Former Waterside Rooms and Former Broads Hotel Cottage site are partly within flood zone 2.
- Station Road and the footpath along the river run either side of these sites. These sites are en route from the car parks at Hoveton as well as the railway station.
- Popular area for boats to be moored.
- Successful King's Head pub nearby.
- Former Broads Hotel site is in North Norfolk (this site has been cleared of buildings, but vegetation seems to have grown back)

Reasoned Justification

This Local Plan seeks to address some redundant/underutilised or derelict sites around the Broads Authority Executive Area. Such sites can have a negative impact on the landscape, townscape or waterscape and if brought into an appropriate use in an appropriate well, can then become an important asset to the area.

The three sites that are allocated in Hoveton are close to each other along Station Road. Two of the sites are either derelict or have been demolished and the third site is underutilised and is also boarded up.

Former Broads Hotel Cottage site

This site was linked with the Broads Hotel over the road and was demolished soon after the hotel on behalf of North Norfolk District Council because it was unsafe. The policy requires the site to be used as food and drink with the potential for retail and residential use to reflect the central village location.

The Authority would wish to see food and drink on this site, but would consider retail and residential. Affordable housing in particular would be welcomed.

Former Waterside Rooms

This former public house has been derelict for some time and can be viewed from the water thus detracting from what is otherwise a popular and well maintained area of Hoveton riverside. The policy seeks regeneration of this site. Demolition could be acceptable. Any scheme will need to be of the highest quality of design to reflect the prominent waterside location as well as the nearby collection of buildings associated with the King's Head Pub (also part of this policy). The Authority would wish to see food and/or drink premises in this location. The Authority would consider retail and residential. Affordable housing in particular would be welcomed.

Buildings next to the King's Head pub¹

This interesting building seems underused and has great potential to be improved and brought into a better use. This site could provide some holiday accommodation to counter the loss of the Hotel on Station Road.

This building and the Former Waterside Rooms are under the same ownership and a comprehensive scheme for the two sites considered together would be welcomed. This could also address the car parking at the pub and the courtyard could be brought into a better use that reflects its waterside location.

Other considerations

The policy also lists some considerations that are relevant to the three sites and other policies of the Local Plan are likely to be of relevance.

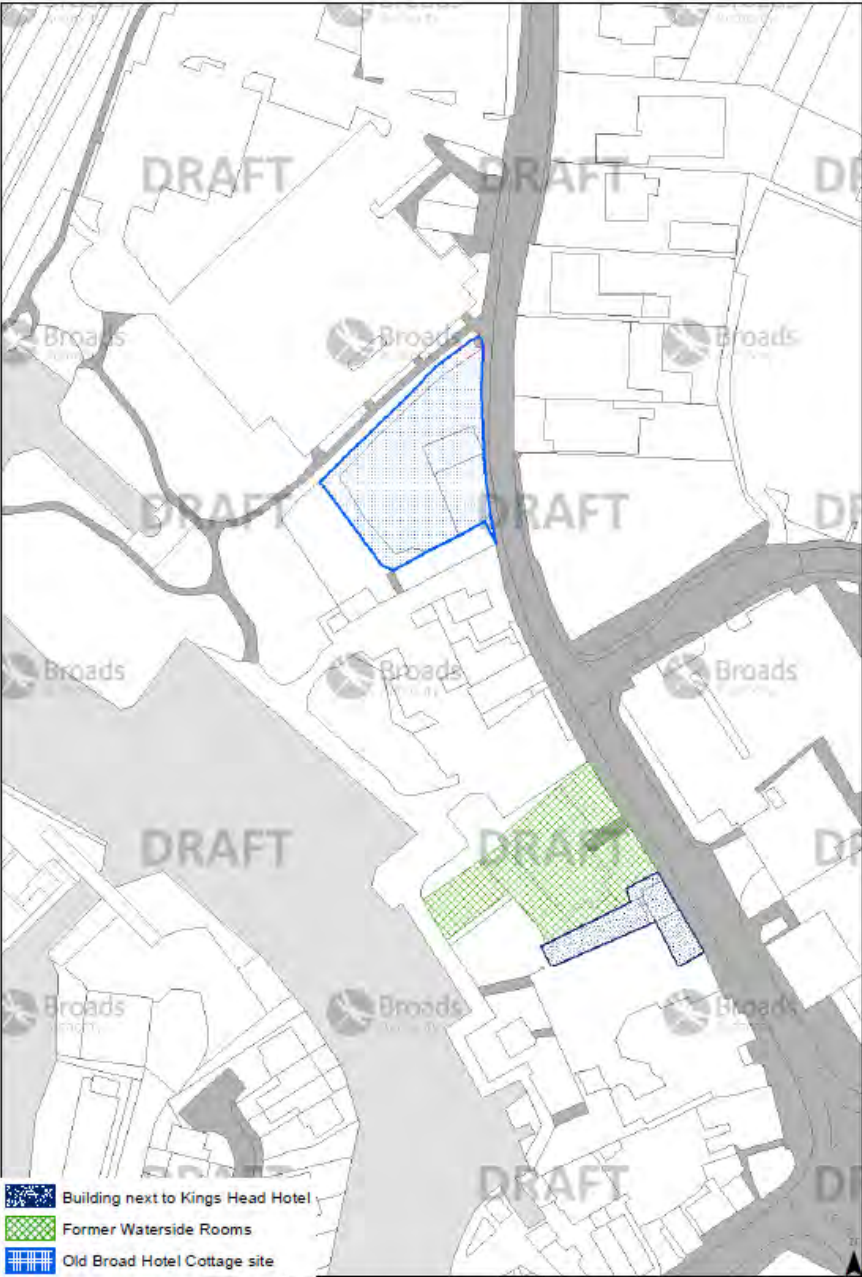
This area is very prominent both from the river and Station Road. Many people walk passed these sites between the car park and station to the village centre, along the river or along the road. Design and how proposals fit with the public realm in the area is of great importance.

This end of the village has many car parking spaces with even more provided the other side of the railway. The Authority is aware that some would like to see more car parking in this area of the

¹ Please note that the Historic Environment Manager is due to visit the site to give his thoughts. These will be reported to Planning Committee verbally.

village. Any proposals for car parking must be thoroughly justified through a car park assessment undertaken at peak times over a suitable time period, assessing weekend and weekdays. Any proposals for car parking need to be well designed with safety being a key factor.

HOVETON



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Policy x: Former Loaves and Fishes, Beccles

The authority supports the retention of the building and the resumption of its use as a public house or other tourist facility.

The Authority would not support conversion to residential.

Proposals will need to address each of these criteria:

- i) Careful consideration will be given to the design, scale and layout of any proposals and potential additional impacts on nearby land uses.
- ii) Proposals must enhance the appearance of the area including the public realm.
- iii) The site is at risk of flooding and the type, siting and layout of development will need to take account of this in conformity with national policy.
- iv) Appropriate measures to manage any risk of water pollution arising from development are required to be put in place.

Constraints and features

- Within flood risk zone 3.
- Within the Beccles Conservation Area
- There is a dike that leads up to the west end of the site.
- Next to the popular quay where boats are moored.
- Residential development surrounds the former pub.
- Interesting features of a courtyard and balcony.
- Limited availability for on street parking.

Reasoned Justification

This Local Plan seeks to address some redundant/underutilised or derelict sites around the Broads Authority Executive Area. Such sites can have a negative impact on the landscape, townscape or waterscape and if brought into an appropriate use in an appropriate well, can then become an important asset to the area.

The Authority would support appropriate proposals which will bring this pub back into use.

Soils

Natural England, in their response to the Issues and Options version of the Local Plan, stated that the Authority should not just consider peat, but also scope into the Local Plan wider soils.

The NPPF states:

109. *The planning system should contribute to and enhance the natural and local environment by:*

- *protecting and enhancing valued landscapes, geological conservation interests and soils;*
- *preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water or noise pollution or land instability; and*

143 *inter alia (safeguarding the long term potential of best and most versatile agricultural land and conserving soil resources)*

Should planning take account of soil?

The NPPG states:

the planning system should protect and enhance valued soils and prevent the adverse effects of unacceptable levels of pollution. This is because soil is an essential finite resource that provides important ‘ecosystem services’, for example as a growing medium for food, timber and other crops, as a store for carbon and water, as a reservoir of biodiversity and as a buffer against pollution.

As part of the Government’s ‘Safeguarding our Soils’ strategy¹, Defra has published a code of practice on the sustainable use of soils on construction sites, which may be helpful in development design and setting planning conditions.

The main issues relating to soil therefore include:

- Soil compaction
- Soil erosion
- Local re use of top soil
- Conserving the most versatile soils (see soil map) and improving soils

Issue x: How to address soil in the Local Plan

Options	Potential Content	Issues to Consider
Option 1: solely have the draft peat policy in the new Local Plan.	<ul style="list-style-type: none"> • As per draft peat policy. 	<ul style="list-style-type: none"> • There is already guidance relating to soil from DEFRA. • The NPPF has policies relating to soil. • Does not address other soils.
Option 2: policy relating to soil in general.	<ul style="list-style-type: none"> • Policy could seek to protect the best and most versatile agricultural land, refer to decontamination in order to improve quality, expect local re use of top soil and say that we 	<ul style="list-style-type: none"> • Would raise the importance of soil in the Local Plan. • Acknowledges that it is not just peat that brings benefits to the area. • Could be seen as restricting development and change in the

¹ https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/69308/pb13298-code-of-practice-090910.pdf

Options	Potential Content	Issues to Consider
	will refer to the principles in the DEFRA safeguarding soils strategy.	area, but that would be down to the precise wording of any policy.

Question: Do you have any thoughts on how the Local Plan should address soil?

Comments received as part of the Issues and Options consultation:

Natural England: Soils (including protection of BMV land) – the issues of peat and mineral resources have been identified but we advise that soils in the wider sense should also be scoped in. Soil is a finite resource and fulfils many roles that are beneficial to society. As a component of the natural environment, it is important soils are protected and used sustainably. The plan should recognise that development (soil sealing) has a major and usually irreversible adverse impact on soils. Mitigation should aim to minimise soil disturbance and to retain as many ecosystem services as possible through careful soil management during the construction process. Soils of high environmental value (e.g. wetland and carbon stores such as peatland) should also be considered as part of ecological connectivity. We advise that the Plan policies refer to the Defra Code of practice for the sustainable use of soils on construction sites. Reference should also be made to Best and Most Versatile (BMV) agricultural land. BMV land is defined as Grades 1, 2 and 3a in the Agricultural Land Classification (ALC) system. The plan should recognise that development (soil sealing) has an irreversible adverse (cumulative) impact on the finite national and local stock of BMV land. Avoiding loss of BMV land is the priority as mitigation is rarely possible. Retaining higher quality land enhances future options for sustainable food production and helps secure other important ecosystem services. In the longer term, protection of BMV land may also reduce pressure for intensification of other land.

Policy x: Staithes

The staithes as identified on the policies maps are protected from:

- Encroachment
- Being built on; and
- Their access being obstructed.

Proposals to enhance staithes or improve access to them will be supported subject to meeting the requirements of other relevant policies of the Local Plan.

Reasoned justification

A **staithe** (as defined in the 1988 Broads Act) means any land which is adjacent to a waterway and which the inhabitants of the locality are entitled to use as a landing place. A staithe is for loading and unloading.

There have been a number of instances where staithes have been adversely possessed by individuals. For example they can be fenced off or claimed as an individual's property. By losing staithes, there is a negative impact on public access to the water as well as use of the staithes for loading. The Broads Act 1988 sets powers on the Broads Authority to protect the existence of staithes and the ability of the public to use and access them (Part 2, section 37).

The Authority has commissioned the University of East Anglia (UEA) to undertake a study on staithes on the Broads. This work has looked into their history, identified their type as well as investigated what rights relate to specific staithes.

Comments received as part of the Issues and Options consultation

South Norfolk Council: Access to the water should be considered as part of any planning proposal or potential allocation to ensure that public accessibility to the Broads is maintained.

Inland Waterways Association: Thoughts on water open space, staithes and slipways: Recreation is play...the Broads has plenty of potential water recreation capabilities, and BA could more actively deploy/ exploit this. This is also necessary to maximise safety of children in an otherwise more hazardous water environment. Retention and new provision of staithes and slipways is an important issue, for recreation and commercial transport/ green transport on the water. Plugging the gaps in a programmed and opportunistic way will be vital to feed the pipeline of future water recreational users, as well as maintain the opportunity for 'green transportation' in the Broads area. Once provided, there may be a role for maintenance in local communities and a preparedness to take it on, if they can see the potential benefit.

Norfolk and Suffolk Boating Association: Whilst we commend the reference to staithes and the rights and entitlements enjoyed variously by the public and parishioners, there is inadequate weight on restoring staithes at key sites (such as Ludham Bridge) back to their legally protected status. Staithes have traditionally been used for mast raising and lowering at bridges as well as for loading and unloading.

Please note – not adopted policy.

APPENDIX V

Proposed changes to the Adopted Core Strategy Policies
Planning Committee September 2016

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Please note that these are suggested amendments to the adopted Core Strategy as the new Local Plan is produced.

The current adopted policies are in place and are not amended. Any changes will come into force when the new Local Plan is adopted.

Please note – not adopted policy.

1. Summary of proposed policy changes

Policy	Summary of policy changes
CS1	Incorporated into a new sustainable development policy.
CS2	Incorporated into a new sustainable development policy.
CS3	Rolled forward with some slight amendments. Combined with CS13 and CS15.
CS4	Incorporated into a new sustainable development policy.
CS5	Combined into one strategic heritage policy. This is not in this document as it was taken before the August Planning Committee.
CS6	
CS7	Policy made more succinct. Reasoned justification updated to reflect new policy and progress by the Authority.
CS8	Policy amended to refer to adaptation and resilience. Reasoned justification generally updated.
CS9	Combined into tourism strategic policies in another document.
CS10	Discarded. Approach no longer deemed necessary.
CS11	Combined into tourism strategic policies in another document.
CS12	Combined into tourism strategic policies in another document.
CS13	Rolled forward with some slight amendments. Combined with CS3 and CS15.
CS14	Rolled forward with some slight amendments.
CS15	Rolled forward with some slight amendments. Combined with CS3 and CS13.
CS16	Rolled forward with some slight amendments.
CS17	Rolled forward with some slight amendments.
CS18	Rolled forward with some slight amendments. Combined with CS24.
CS19	Combined into tourism strategic policies in another document.
CS20	Many changes to reflect changes in national flood risk policy since the core strategy.
CS21	Amended to refer to Local Plan. Reasoned justification will be updated and linked to the relevant development management policy.
CS22	Not in this document. Await employment evidence.
CS23	Not in this document. Await employment evidence.
CS24	Rolled forward with some slight amendments. Combined with CS18.
CS25	Policy rolled forward. Only change is adding a title.

Please note – not adopted policy.

Policy CS7 – Air, water and waste

The environment will be protected and enhanced by ensuring all development addresses impacts on air quality, water quality, water resources and waste. Opportunities should be sought for incorporating measures to achieve resource efficiency, for re-use and recycling.

~~The Authority will seek their sustainable management and use by working with local authorities, Natural England, the Environment Agency, water companies, Internal Drainage Boards and landowners on land-use and water issues.~~

Water Quality

The objectives of the Water Framework Directive not only to protect, but to enhance both water quality and quantity are reflected in the Core Strategy Local Plan. The Directive indicates three aspects to water quality: biological, chemical and morphological. As a sensitive wetland system within a fragile environment, the Broads is at threat from resource problems and diffuse pollution which reduces water quality. New development can have significant impacts on water availability and quality, be it from increased abstraction or risk of pollution, and thereby damage the fundamental resource on which the area relies. ~~The Authority will have little planning control over the impact of development as much will take place upstream. Recognition of this issue will be the responsibility of other local planning authorities in their Local Development Frameworks. Development and activities within the catchment can impact on the Broads, for example agricultural practices, even if located some way from the Broads, can lead to sediment and chemicals washing downstream to the Broads which can lead to reduced water depth, turbidity and impact on the aquatic system through excess nutrients. These are all matters which planning can influence potentially with close cooperation with neighbouring Local Planning Authorities.~~ The Environment Agency is a key consultee on development proposals, and where development is likely to present a risk to the hydrological system it will not be permitted. Boats can impact on water quality, e.g. through sewage/fuel/paints, and awareness raising campaigns as well as spatial planning are mechanisms for improving water quality. ~~Agricultural practices can lead to nutrient enrichment and an increase in inputs of silt and sediment.~~ The hydrological system is affected by decisions made throughout the catchment. ~~Criteria will be drawn up to encourage more sustainable practices through joint working on the River Basin Management Plans required by the Water Framework Directive. The Broads area is expected to be covered by a sub-basin management plan, which coincides with the boundary of the Broadland Rivers Catchment Flood Management Plan area.~~

Flooding and pollution risk is increased by development which reduces surface permeability and consequently increases the rate of surface run-off. An important 'soft' engineering approach to flooding and pollution prevention is to incorporate Sustainable Drainage Systems (SUDS) in the design for new development. These mimic a more natural drainage system, and use techniques to control surface water run-off as close to its origin as possible, before it enters a watercourse. Development Control Policies can incorporate these measures.

~~The Authority will participate in the water quality partnership and continue to work together with partners. Along with the Environment Agency, the Authority will encourage the achievement of high standards regarding waste water discharge which recognise the special status of the Broads as equivalent to a National Park, and lobby for investment in modern infrastructure to meet the growing capacity needs of the wider area.~~

The Broads Authority is actively seeking to improve water quality in other ways:

Please note – not adopted policy.

- The Broads Lake restoration programme has been active for over 30 years and it leads the UK in developing and studying lake restoration projects. The programme aims to recreate clear water with healthy aquatic plant growth which provides a habitat for wildlife. Such techniques involve reduction of nutrients from agricultural sources through environmentally sensitive farming practices and educating boat users about environmentally friendly boating. The Lake Restoration Strategy and Action Plan outlines the priority actions for the Broads along with the Biodiversity and Water Strategy.
- Many properties in the Broads are not connected to the **main sewerage system** and use septic tanks or package treatment plants instead. The Environment Agency¹ is asking householders with septic tanks and package treatment plants to help reduce the amount of the nutrient phosphate entering the waterways.
- Through the **Broadland Catchment Partnership (BCP)**² with the Environment Agency, Natural England, and other scientists and wetland landowners and communities, the Broads Authority is seeking practical ways of repairing ecological decline in the Broads. The BCP was formed in 2013 to work together for healthier water and wetlands within the Broads and in the wider area that feeds water into the rivers that flow through the Broads. The Broads Authority co-hosts the BCP with the Norfolk Rivers Trust and co-ordinates the BCP. The BCP has incorporated the Water Quality Partnership to seek practical ways of repairing ecological decline in the Broads. Some of the successes of the BCP include:
 - Completion of the Broadland Rivers Catchment Plan which sets out actions for partners in addressing water quality, water levels and run-off.
 - Securing £31K from Defra's Catchment Partnership Action Fund (CPAF) for a 'Slow the Flow' project 2015/16 to construct and promote schemes to capture or slow run-off known as Rural Sustainable Drainage Systems (RSuDS). The project should help to improve Water Framework Directive status of water bodies in 2015/16.

Air Quality

As a wide open and largely flat rural area subject to northerly and easterly winds from the coast, the Broads does not suffer particularly from air pollution.

A wide range of viable opportunities now exist for reducing air pollution while also contributing to reduction in greenhouse gas emissions. The use of modern and efficient forms of boat propulsion that minimise noise and pollution, the installation of electric recharging points at moorings and the use of renewable energy to generate that electricity would all help to improve air quality locally.

Measures will be encouraged to improve air quality for visitors and waterside residents, such as obtaining energy from renewable sources, adoption of energy-efficient measures in building design and construction, improvement and promotion of sustainable transport schemes, improvement of facilities and safety for walking and cycling, and encouraging sailing and electric boating.

Waste management

¹ http://www.broads-authority.gov.uk/_data/assets/pdf_file/0010/398791/Env-agency-septic-tanks.pdf

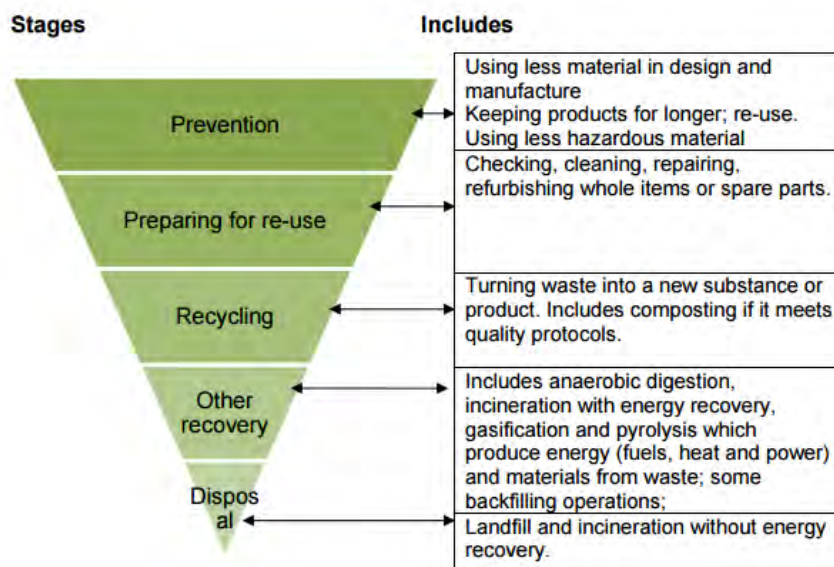
² http://www.broads-authority.gov.uk/_data/assets/pdf_file/0020/404318/WQP-Group-Profile.pdf

Please note – not adopted policy.

Government policy in the Waste Strategy 2000 seeks to reduce reliance on landfill as a means of waste management, instead promoting waste reduction, re-use and recycling, requiring also that waste is managed in accordance with the proximity principle. This accords with sustainability objectives, and the LDF will support this strategy.

The policy requires developers to consider waste arising from their development as they prepare the scheme. The inclusion of appropriate waste management techniques in development will be encouraged-expected. These could include the promotion of waste reduction, use of recycled materials in development projects, provision for recycling facilities at key visitor locations, or safeguarding sites for wharves. There may be potential to use the waterways for transporting waste more efficiently than by road.

Whilst the Broads Authority is not the waste authorities, the NPPG is clear in saying that all Local Planning Authorities need to help deliver national waste policies and achieve the higher levels of the waste hierarchy. The 'waste hierarchy'³ is a way of thinking about waste as a potential resource. The aim is to move waste management up the waste hierarchy with the ultimate goal of achieving a zero waste society. The Waste Hierarchy forms part of the Waste Framework Directive which was transposed into United Kingdom law in 2011. It is summarised in the following diagram.



Please note – not adopted policy.

Policy CS8 – Climate Change

Contributions to climate change arising from development will be minimised by means of a reduction of greenhouse gas emissions (mitigation).

Proposals are required to consider how climate change could impact development through its lifetime (adaptation and resilience).

Potential impacts will be identified and assessed by developers and measures taken including:

- (i) Implementing green travel plans;
- (ii) Incorporating small-scale renewable energy technologies into development; ~~and~~
- (iii) Using sustainable design principles that achieve energy efficiency throughout the development's lifecycle; and
- ~~(iii)(iv) Considering the potential impacts that changes as a result of climate change could have on development and users of the development.-~~

Climate change and sea level rise are some of the key challenges facing the Broads in the future;
There is overwhelming scientific evidence that the rate of climate change is increasing more rapidly than previously experienced in the earth's history. The extent of these changes will depend on the level of society's response to the emission of greenhouse gases, particularly carbon dioxide from burning fossil fuels. Key impacts of climate change in the Broads are likely to include:

- greater demand for water resources;
- increased risks from flooding;
- intrusion of saline water into the freshwater system;
- changes in the distribution of habitats and species, with some net loss of native biodiversity and increase in native and invasive species; and
- a more productive wetland system, requiring more management intervention.

There are two general approaches to the issue of climate change, both of which have a role.

- Climate change adaptation and resilience is about being prepared for a changing climate. For example connecting up habitats to allow species to move according to climate conditions or identifying particular areas ready to take excess water in times of flood.
- Climate change mitigation is about reducing greenhouse gas emissions through changing behaviour. For example improving housing insulation to reduce energy demand, installing solar panels so relying less on fossil fuels and using the car less.

~~and these are thought to be due to global warming as a result of increased atmospheric carbon dioxide. While many policies in the LDF will seek to address these challenges on a practical level, it is also important that there are more fundamental changes in the ways in which resources are used and that more sustainable ways of development are promoted.-~~

~~Clearly, such impacts need further research under a range of social and economic scenarios. Such research will underpin future policy direction regarding the extent to which the impacts are resisted through intervention measures or accommodated through adaptation and mitigation.-~~

~~The response to climate change needs to be much wider than managing flood risk. Mitigation against the causes of climate change is also an issue to be covered in spatial planning; for example, renewable energy and energy efficiency.-~~

Please note – not adopted policy.

A policy stance can be taken to ensure low-carbon development, promote the use of renewable resources, reduce emissions, utilise small-scale renewable energy schemes and locally grown biomass crops, and reduce the need to travel.

Policies elsewhere in this [LDF Local Plan](#) require that high standards of design are achieved, but it will also be necessary to incorporate high levels of resource efficiency and energy conservation in development. These will need to be compatible with design objectives and not have a detrimental effect on the character or appearance of an area.

~~There is a need to reduce the burden on resources and to develop more sustainable patterns of development. The promotion and development of renewable energy sources can contribute significantly to this. There are many and varied forms of renewable energy, including solar, wind, hydro, bio-fuels and methane, although not all forms of such development will be appropriate in the wide and open Broads' landscape.~~

In principle, renewable energy will be supported subject to there being no adverse impact on the landscape, wildlife, navigation, recreational interest or other factors that are considered important in the consideration of any proposal.

~~The rapid growth in leisure traffic by car is damaging the quality of the remote rural environment; at the same time, the tourism industry is suffering from a decline in boating visitors. Forward-thinking leisure and tourism operators are taking responsibility for the leisure traffic they generate by developing green travel plans for visitors. The detrimental impacts of high traffic levels and lack of public transport affects visitors, the wider community and the environment and their businesses. The "Widen the Choice Rural Transport Partnership" working in the East of England can advise businesses on ways of improving green travel to recreational destinations.~~

It is imperative that transport's climate change contribution is adequately mitigated and managed. This will be achieved by promoting and encouraging the use of low emission and alternative fuel cars and boats, supporting the provision of electric recharging points at main moorings, encouraging walking, cycling and sailing, promotion of the port gateways at Great Yarmouth and Lowestoft for inbound visiting boats, and raising awareness about the effects of climate change on the Broads.

~~the Authority encourages the use of a 'climate smart' approach whereby any proposed development is reviewed against climate projections⁴ to see what resilience and adaptation options might be possible to help inform the detail of the proposal.~~

⁴ <https://www.gov.uk/guidance/flood-risk-assessments-climate-change-allowances>

Please note – not adopted policy.

Policy CS3/CS13/CS15 – Navigable Water Space

The water space will be managed in a strategic, integrated way and navigation and conservation interests will be maintained and enhanced.

Opportunities for the extension or creation of navigable/recreational water space will be promoted, subject to compliance with other policies in this plan.

Navigable water space will be protected and enhanced through:

- (i) The careful design of flood alleviation/protection projects; and
- (ii) Avoiding development and changes in land management which are detrimental to its use.

Adequate water depths will be maintained for safe navigation, and the disposal of dredged and cut material will be carried out in ways that mitigate unavoidable adverse impacts on the environment. Beneficial use of dredgings will be expected. Opportunities for the disposal of dredged materials to enable the management of the navigation will be sought and promoted. Control of sediment input from surrounding land, highways and river banks will be considered in development proposals.

Reasoned Justification

The waterways as a whole are a core resource of the Broads. ~~This policy recognises the need for the protection of the navigation, and policies covering its detailed management and use are covered in subsequent relevant sections.~~ Promotion of the recreational use of the Broads and the protection of navigation are two of the three statutory purposes of the Authority, and use of the water is one of the key attractions for Broads' visitors. This will be maintained and protected, and development that would have an adverse impact on the enjoyment of navigable water space will not be permitted.

~~Some broads have been lost over the centuries and opportunities may arise for the creation of new water space for recreational boating. These are important opportunities, but generally do not contribute to the network of navigable waterways that have legal rights of access.~~

There is considerable pressure in certain areas on the use of water space for navigation, recreation and nature conservation purposes. Its management requires an integrated approach, based on levels of use and importance, and suitability and potential for different uses.

Improvements for people and wildlife can be achieved, as evidenced at Barton Broad. The Authority will work with partner bodies and local communities, taking a valley-wide approach to develop integrated management.

Development proposals close to the navigation should will be assessed against their impact on the use and enjoyment of the navigation. For example, avoiding a reduction in the wind required for sailing, and provision for lowering of masts.

Parts of the rivers and broads are subject to periodic dredging to keep the waterways open to navigation, not only for the Authority but also for owners of private water space who require planning consent for disposal. Historically, the dredgings have been disposed of on land when ecological gain and agricultural benefits could be derived. Dredging is guided by local and national legislation.

Please note – not adopted policy.

~~A number of traditionally used sites for dredgings are now protected under European nature conservation legislation, requiring more creative solutions. The Sediment Management Strategy for the Broads informs disposal options as part of a sustainable and holistic approach, and some conclusions will be implemented through policies in the LDF.~~

Silt resulting from bank erosion is a recurring issue, with a number of causes. Once the causes have been addressed, action must be taken to restore and protect banks. The Authority provides advice to landowners on appropriate ~~bank protection~~ riverbank stabilisation⁵ methods, encouraging the use of natural or 'soft' engineering techniques wherever possible.

The principles for sediment management of 'Reduce/Reuse/Recycle' should be adopted by relevant bodies. Generic principles that should be adopted as a baseline approach are:

- Reduce – either dredging (~~by reducing specifications where appropriate~~) or inputs, through varied source control options
- Reuse – direct reuse options include habitat creation, flood protection works, combined schemes, ~~e.g. set back pond creation, sediment replacement, e.g. trickle charging in sediment starved areas (not currently an issue within the Broads)~~
- Recycle – material can be used in wider construction schemes, but would usually require treatment/reclamation/remediation.
- Disposal – land filling should only be considered as a last resort, and in any event minimised as far as is possible.

~~Of relevance to this policy is policy x on Excavated Material.~~

⁵ <http://www.broads-authority.gov.uk/planning/Planning-permission/design-guides/river-bank-stabilisation>

Please note – not adopted policy.

Policy CS14 – Mooring Provision

The provision of a range of additional short ~~and long~~-term visitor moorings will be encouraged in order to ensure that visitor moorings are available in appropriate locations and where they are most needed, where they contribute to the management of a safe and attractive waterway, and in settlements where services and facilities are available.

This policy will be at the start of the mooring section and there will be related reasoned justification that applies to the whole section

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Please note – not adopted policy.

Policy CS16 – Getting to the Broads

Improvements to transportation ~~to, and~~ to access facilities, services and settlements within the Broads will be sought in a manner and at a level which is compatible with sustainability objectives.

Integration between ~~alternative~~ all modes of transport will be sought to encourage visitors to arrive and travel within the Broads via sustainable modes of transport.

Within the area particular improvements required include:

- i. The improvement of access to and views of the waterside by the introduction of additional footpaths and cycle ways;
- ii. The promotion of access to enjoy the built, historic and cultural landscape; and
- iii. The creation of links to/from settlements.

Reasoned Justification

Visitors to the Broads arriving by private car can result in seasonal congestion during the summer travel period, particularly in and around towns acting as a focus for attractions and which provide easy access to the rivers or broads. The result is increased pressure on the area in terms of demands for visitor attractions, accommodation, road space and parking. This creates a contradictory impression to visitors who expect the Broads to be tranquil and not an area of dense traffic and congestion. Those who holiday on board a boat leave their car parked ashore, whereas those on land will tend to use their vehicle throughout their stay unless there is strong encouragement for them to use day boats, cycle or walk.

Due to the high proportion of visitors presently arriving in private cars, there is a need for a policy to promote investment in public transport improvements. The improvement of interchanges between passenger transport, walking and cycling facilities, seasonal road and water bus services and boats between rail stations, town centres, tourist attractions, and moorings, and bespoke provisions such as a developing and improving the Broads Hopper bus service, are all measures which may be considered appropriate and which would reduce localised car-based travel within the area. Developers can make a contribution by encouraging a modal shift, e.g. with a green-travel plan and by providing infrastructure.

The Broads' area is crossed by a number of major transportation links, including the A47 trunk road east of Norwich and the A12 south of Great Yarmouth, and a number of other important roads. However, as a predominantly rural area, access to the villages, rivers and broads is usually off minor roads and this can be a constraint on development of isolated sites.

~~Improving land-based access to the Broads is a priority, although this should not be to the detriment of landscape or wildlife interests. The creation of links to open spaces and communities outside the boundary will extend the benefits of the Broads and bring it closer to communities.~~

~~The promotion of heritage has been shown to have a key role in increasing tourism and encouraging regeneration. The wealth and variety of the built, historic and cultural landscape within the wider area represents a significant asset that should be promoted to complement the natural beauty for which the Broads is renowned.~~

The improvement of walking and cycling facilities will support the local economy and the diversification of the tourism industry. Employees of visitor facilities and Broads businesses also

Please note – not adopted policy.

have to travel within the area. Any improvements to access would take into account the needs of disabled people.

The Authority seeks to encourage access to the area by bicycle ~~and has developed a number of bicycle hire facilities in the main visitor areas.~~ This promotes quiet and sustainable access in a manner compatible with the National Park ethos, whilst encouraging visitors to consider the impact of their activities on an ecosystem vulnerable to climate change.

Traffic congestion has an impact on the local economy and creates a negative impression of the Broads, both to visitors and local residents. Therefore, through traffic will be encouraged to find alternative routes away from visitor and residential areas achieved through measures including improved signage. ~~The use of quiet lanes in the Broads Area is also an option that could be pursued.~~

~~Any new road building through the Broads or major upgrading scheme would constitute a “major development”. This is something that strategic national policies would not allow in the Broads, unless there are exceptional circumstances. A determined search for alternatives should be made before any scheme will be considered as a major development.~~

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Please note – not adopted policy.

Policy CS17 – Getting around the Broads

Safe recreational access to both land and water and between the water's edge and the water will be protected and improved through:

- (i) Developing the Public Rights of Way (PRoW) network in line with the recommendations of the Norfolk and Suffolk Rights of Way Improvement Plans;
- (ii) Developing and/or improving access to ~~designated open country~~other areas of the Broads from land and water, if appropriate.
- (iii) Identifying and safeguarding potential crossing points of land and water;
- (iv) Protecting and improving staithe and slipways;
- (v) Creating new access to the waterside by boat (where there is good road access and provision for parking);
- (vi) Improving and maintaining launching facilities for small craft;
- (vii) Protecting and creating waterside spaces for informal recreation;
- (viii) Incorporating appropriate measures for disabled people.

Reasoned Justification

~~Due to the geography and network of waterways, much of the Broads area is relatively difficult to access. The best – and sometimes only – way to reach many parts of the system is by water. Moreover, links between land and water-based recreational provisions are limited. Much of the Broads is relatively inaccessible. Moreover, links between land and water-based recreational provisions are limited.~~

Historically, many of the parish staithe would have had a slipway for use of residents. Over time, however, many of these have been lost through redevelopment, change of ownership or neglect. This affects the ability of communities to access the water and of visitors to access the shore. A network of slipways is required with good road access, close to other services and facilities, offering parking for trailers in discrete locations. Redevelopment of the waterfront often leads to restricted views and loss of access to the water's edge. Opportunities to provide public access to the water's edge and/or into the water should be sought when waterside sites are developed, as part of a comprehensive scheme for the site.

~~Approximately 150 ha of heathland are affected by the Countryside and Rights of Way Act 2000, comprising 19 areas of access land. This access land comprises 16 areas of registered common and 3 areas of "open country". This means that, subject to certain restrictions, the public will be allowed recreational access on these areas throughout the year. As the Access Authority, the Broads Authority will have powers that include making byelaws, appointing wardens and negotiating or imposing means of access on landowners.~~

Part II of the CROW Act seeks to modernise the rights of way system to reflect current culture and to complement the provisions with regard to access to open country. Both Suffolk and Norfolk County Councils, as local highway authorities, will prepare and publish Public Rights of Way (ProW) Improvement Plans.

The Broads Authority ~~will publish a Recreational Access Development Plan~~has an Integrated Access Strategy which sits alongside the PRoW Improvement Plans to discuss issues of particular significance, such as access alongside, across, and to water, and its effect on landscape and tranquillity for local residents, visitors, anglers and boat users.

Poor accessibility in the Broads area can be further exacerbated by the geographical nature of the broads themselves, which dissect much of the area, creating severance and making it difficult to

Please note – not adopted policy.

get from one place to another without having to go around the waterways. The provision of ~~more~~ well designed and appropriately located bridges/crossings will be investigated where they can provide safe crossings of roads by pedestrians and cyclists, or of navigable waterways where navigation will not be impeded.

DRAFT

Please note – not adopted policy.

Policy CS18 and CS24 ~~–Residential development~~

Development will be located to protect the countryside from inappropriate uses to achieve sustainable patterns of development, by concentrating development in locations:

- (i) With local facilities;
- (ii) With high levels of accessibility; and
- (iii) Where previously developed land is utilised.

~~In order to promote sustainable patterns of development and protect the rural nature of the Broads, new permanent open market residential development will only be acceptable within settlements, compatible with rural sustainability.~~

Housing will only be permitted ~~outside settlements~~elsewhere where it is necessary, and subsequently retained, in connection with ~~agricultural, forestry, tourism or leisure operations~~rural enterprises or to provide affordable housing where local need has been demonstrated in District Councils' or local housing needs surveys.

A contribution from housing development ~~–both new and conversions, permanent and holiday (second homes)–~~ towards the provision of affordable housing will be sought.

Reasoned Justification

The policy approach will be to prevent development beyond settlements other than in exceptional circumstances, or which accords with the Authority's statutory purposes. Development within settlements would be permitted only where it meets criteria covering issues such as flood risk, satisfactory provision of infrastructure and design. ~~The extent to which new developments may be appropriate in maintaining and enhancing the landscape, social and economic character of Broads' villages and the waterside will be defined in the Development Control Policies DPD. Appropriate types and levels of development within the flood plain, as flood risk increases due to climate change and coastal submergence, must also be considered.~~

~~A criteria-based policy will take account of the impact of development on factors including the local landscape, nature conservation interest, adequacy of access, utilisation of previously developed sites, and compliance with general sustainability principles. Such an approach would maintain control over development in the open countryside, but would allow greater flexibility to address specific spatial planning objectives where some forms of change can be shown to be beneficial to the Broads environment. A criteria-based policy can set the specific requirements for development within settlements to ensure that only development which is appropriate for a protected area is permitted. Detailed planning policies will be published in the Development Control Policies DPD.~~

This policy sets a strong policy presumption against housing development outside settlements. This accords with the protected status of the area and its risk of flooding, ~~and reflects the national and regional policies identifying the Broads as an area of general restraint. It also complements the planning objectives of the constituent district and borough councils who do allocate sufficient sites to meet their housing targets.~~

~~Whilst the general policy is one of restraint outside settlements, there will remain a limited need for housing to support local communities and economies, including the tourism economy.~~

~~Such development will only be permitted where a genuine need is demonstrated in respect of permanent housing to support rural industries or operations or, in the case of affordable housing,~~

Please note – not adopted policy.

~~where local need has been identified and cannot be met within settlements. Safeguards will be included in policies to ensure such housing remains in use for local need.~~

The provision of affordable housing is a key issue in local communities, particularly in rural areas where sites appropriate for development may be limited or may fail to meet sustainability criteria. In the Broads, this is exacerbated by the limited availability of land due to flood risk, and the demand for second/holiday homes that inflates land and property prices, and is a disincentive for the provision of lower cost housing.

The requirement for a percentage of properties within a development to be 'affordable' ~~–meaning available at below general market prices or available for rent or shared ownership–~~ is an established mechanism used by planning authorities to achieve provision of social housing. This mechanism, however, is not easily applied within the Broads, as development is on a small-scale, often individual properties. Larger sites that trigger such a requirement come forward rarely. ~~It is also the case that in an area of restraint such as the Broads, where there are limited development opportunities, each site that is developed for general market or holiday accommodation represents a loss of opportunity to provide for local social needs and, in this respect, there is a wider responsibility to contribute towards addressing this.~~

~~All housing development will therefore be required to make a financial contribution towards the provision of affordable housing within the area. The level of contribution will be on a sliding scale, based on factors including the size of new properties and the extent of local need. This cross-subsidy will be used for the provision of affordable housing within the general area, which will be achieved through working with the District Councils and Housing Associations. The Development Control Policies DPD will include details in relation to the levels of contributions required and the type/size of sites where a contribution will be sought.~~

Developers are encouraged to use Rural Housing Enablers to carry out Local Housing Needs Surveys where affordable housing contributions for local need will be sought.

Please note – not adopted policy.

Policy CS20 – Flood Risk

All new development will be located to minimise flood risk, mitigating any such risk through design and implementing sustainable drainage (SuDS) principles.

Development within the Environment Agency's flood risk zones will only be acceptable when it:

- i) Is compatible with national policy and when the sequential test and the exception test, where applicable, ~~as set out in PPS25,~~ have been satisfied;
- ii) a site specific Flood Risk Assessment, where required demonstrates an acceptable flood risk and/or suitable flood protection mitigation measures are incorporated into the proposals, where necessary, which can be satisfactorily implemented.
- iii) ~~Is demonstrated that it is necessary to support the social and economic needs of the local community;~~
- iv) ~~it is and will remain safe for people for the lifetime of the development~~
- iv) Would not increase flood risk elsewhere and, wherever possible, is reduced;
- v) Does not undermine the integrity of existing coastal and river defences; and
- vi) Would not affect the ability for future flood alleviation projects to be undertaken.

All new development will incorporate appropriate surface water drainage mitigation measures to minimise its own risk of flooding and should not materially increase the flood risk to other areas.

Particular care will be required in relation to habitats designated as being of international importance in the area and beyond which are water sensitive, as well as habitats designated for regional or local importance.

Development proposals that would have an unacceptable adverse impact on flood risk management will be refused.

Reasoned Justification

Flooding can have devastating impacts on individuals and communities. Risks relate not just to property but also to essential infrastructure and utilities required to facilitate and support development. Flooding can also precipitate pollution which could have a significant and detrimental impact on the nature conservation interest of the Broads and the duty of the Authority to protect this resource is an important consideration.

Whilst the current Broadland Flood Alleviation Project will provide protection to 1995 levels, and future mitigation measures and technological innovation may improve on this, there remains uncertainty regarding the magnitude of future risk and a precautionary approach is appropriate.

Flood alleviation and preparing for the impact of climate change are key issues in the Broads, and there are a number of approaches that could be taken to address this. ~~National guidance advocates a sequential approach and guards against overly restrictive policies, advising:~~

~~“The Exception Test is only appropriate for use when there are large areas in Flood Zones 2 and 3, where the Sequential Test alone cannot deliver acceptable sites, but where some continuing development is necessary for wider sustainable development reasons, taking into account the need to avoid social or economic blight.....It may also be appropriate to use it where restrictive national designations such as landscape, heritage and nature conservation designations, eg Areas of Outstanding Natural Beauty (AONBs), Sites of Special Scientific Interest (SSSIs) and World~~

Please note – not adopted policy.

~~Heritage Sites (WHS), prevent the availability of unconstrained sites in lower risk areas.” (Paragraph 19, PPS 25).~~

~~The Authority recognises the need for some limited development in the Broads. The policy will be developed in the Development Control Policies DPD with an accompanying Supplementary Planning Document to provide clear direction. These will be informed by the Strategic Flood Risk Assessment and evidence to underpin the application of national policy to the local circumstances in the Broads.~~

~~The forthcoming Development Control Policies DPD and SPD on flood risk will provide further detail on the operation of the Authority's policy on flood risk.~~

It will also be essential to ensure that measures to minimise the risk of flooding to new development do not themselves lead to development which, by virtue of its scale, layout or design, is visually damaging to its surroundings. Therefore, even though the principle of development may be acceptable, acceptability in terms of design, landscape character, and impact on the environment must also be addressed.

~~The functional flood plain is defined in the Strategic Flood Risk Assessment and will inform the Development Control Policies DPD. The delineation of the functional flood plain will be critical when considering planning applications.~~

~~Historically, development has been permitted in the flood plain because there is very little non-flood plain land within the Broads. However, given the likely impact of climate change and increased flooding risk, careful consideration must be given to determining what development will be appropriate here in the future; the Development Control Policies DPD will provide detailed guidance.~~

It is evident that the causes of flooding in the Broads are complex, and that flooding will continue to be a significant risk in much of the Broads in the foreseeable future. Developers should be aware of this situation. The risk of flooding must continue to be a material consideration in dealing with Broads' planning applications. It may be a reason for refusal of planning permission in some cases. In the context of the uncertainty about the nature and extent of flood risk in the Broads, it is open to developers to commission their own risk assessment regarding the potential for flooding at a particular site. Risks relate not just to property, but to essential infrastructure and utilities required to facilitate and support development, and to the ability of emergency services to respond to an event.

Please note – not adopted policy.

Policy CS21 – Developer Contributions

Developer contributions and management agreements will be sought if deemed necessary to deliver the policies/objectives in the ~~Core Strategy~~Local Plan and for the provision of infrastructure via planning obligations and/or conditions.

Reasoned Justification

This strategic Developer Contributions policy will be at the start of the Planning Obligations section and the detailed policy will provide more detail and reasoned justification. There have been major changes to planning obligations since the Core Strategy was adopted so some of the supporting text to this policy is not relevant any more.

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Please note – not adopted policy.

Policy CS25 – New Community Facilities

New community facilities will be supported where there is a proven need identified and location within the Broads is fully justified.

Reasoned Justification

Policy will be linked to a refreshed DP27 and have similar reasoned justification

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Strategic Policy x: Sustainable Development in the Broads

When considering development proposals the Authority will take a positive approach that reflects the presumption in favour of sustainable development provided that they:

- a) are consistent with the Broads Authority purposes;
- b) pay due regard to the duty in pursuit of the purposes;
- c) conserve and enhance the special qualities of the Broads; and
- d) do not conflict with the vision and objectives of the Broads Authority Management Plan and the policies in this Local Plan read in combination

Development and changes in land use / management must ensure that all aspects of the environmental and cultural assets of the Broads' distinctive landscape are protected, enhanced and restored. Opportunities must be taken to contribute to the sustainable development of the area.

Particular attention will be paid to:

- i) the quality of the built environment, ensuring high quality design
- ii) the intensity of the use or activity is appropriate to the character and appearance of the Broads;
- iii) The defining and distinctive qualities of the varied landscape character areas and the character, appearance and integrity of the historic and cultural environment.
- iv) supporting the function and resilience of communities by retaining and strengthening their services and facilities, protecting their safe, attractive public places and employment opportunities and providing for a size, type and tenure of housing to address local needs and help create a balanced community;
- v) assist in the creation and maintenance of inclusive, environmentally sustainable communities making the best and most efficient use of previously developed land, buildings and natural resources;
- vi) the efficient use of land, buildings, services and infrastructure;
- vii) the impact on the amenities of local residents, occupiers of neighbouring properties, and visitors, and conserving or enhancing the quiet enjoyment, tranquillity and wildness as part of the Broads experience;
- viii) the use of sustainable building techniques, materials and minimising energy use and waste and construction waste;
- ix) maintaining the quality of natural resources;
- x) the needs of future generations, through sustainability and resilience to climate change and adapting to and mitigating the impacts of climate change; and
- xi) supporting the health and socio-economic wellbeing of local communities and encouraging community participation.
- xii) the value and integrity of nature conservation interest and objectives of European and national nature conservation designations paying attention to habitats and species including ecological networks and habitat corridors, especially linking fragmented habitats of high wildlife value; and
- xiii) flood risk taking into account the likely changes as a consequence of climate change.

Opportunities to mitigate the visual impact of currently intrusive features shall be sought.

The Authority will work with applicants to find solutions to ensure that development proposals that are in accordance with the policies in this Local Plan can be approved without delay, unless material considerations indicate otherwise.

Reasoned Justification

In accordance with the statutory purposes of the designation of the Broads as one of Britain's protected landscapes and with government policy for national parks, a position of general restraint and landscape protection is the baseline of the Local Plan. This policy sets the context for identifying and protecting the key physical, cultural and perceptual resources that make up the protected landscape of the Broads.

- **Landscape Character**

Despite its local distinctiveness there is a marked difference, for example, between the enclosed, intimate character of some parts of the Upper Thurne and the wide open spaces of Halvergate Marshes. Therefore, while the need to protect the landscape is agreed as a priority and supported by national and regional and local policy and the Broads Plan, there may be areas that are better able to accommodate change than others. The Authority has undertaken a Landscape Character Assessment which identifies which areas are more and less vulnerable to change as well as providing detailed advice on landscape matters. Character assessment includes the identification of particular cultural features and environments within the landscape, which gives it its character.

Whilst the Broads landscape as a whole is protected for its natural beauty and national significance, there are areas that have suffered from inappropriate development or neglect and where landscape changes would be beneficial. The aim will be to work with landowners and infrastructure providers to mitigate adverse impacts caused when the area was not a protected landscape.

While protection is recognised as important, the needs of a 'living landscape', which will involve permitting development necessary to support local communities and the economy, are recognised, subject to criteria which protect and enhance the essential qualities of the landscape, since it is that landscape which provides the basis of their livelihoods.

- **Tranquillity and Wildness**

The Broads should offer a range of experiences, including the more social and bustling boating environments found, for example, in Great Yarmouth and Wroxham and an experience of wildness where peace and tranquillity can be enjoyed, such as the Waveney Valley. It is important that the tranquil and wild areas are protected from development that would adversely affect this special character. In some areas where there is a concentration of holiday or leisure development, tranquillity and wildness is not appropriate, and it is the bustling activity that gives the area its character. Light pollution is another aspect of tranquillity. Development should seek to enhance protect key characteristics such as tranquillity and dark night skies.

- **Nature Conservation**

Sites subject to national designations, namely SSSIs and NNRs, are accorded a high degree of protection under national legislation, with the objective being to conserve these resources. The Local Plan policies reiterate this level of protection.

Whilst it is essential that development does not adversely affect the wildlife value, it also provides opportunities for enhancement and it is important these are embraced to increase the value of the resource over time. Even improvements contributed through the small-scale developments allowed in the Broads can support biodiversity targets. In all relevant development proposals, assessments of ecological impacts will be sought along with opportunities for enhancement, with particular attention paid to Biodiversity Action Plan (BAP) species & habitats.

The highest level of protection is given to features that are accorded statutory designation under European legislation. On such sites, no development that would harm those features for which the site is designated will be permitted, other than in the most exceptional circumstances where there is no alternative solution, where there are imperative reasons of over-riding public interest, and where appropriate compensatory measures are provided. Potentially damaging development might be better located outside the Broads' executive area.

The identification, promotion and creation of ecological networks will help to re-establish vulnerable species and habitats to more viable population levels and enable them to adapt better to change in the medium- and longer-term. Habitat corridors are vital for the migration and dispersal of species and help to maintain and enhance biodiversity. In the light of current and future climate change, the role of habitat corridors is likely to become more valuable as species adjust their ranges to accommodate for changing climatic conditions.

The ecological impacts of a proposed development will need to be assessed. Opportunities for ecological enhancements in all developments will be considered, in particular, those contributing to the conservation and enhancement of priority habitats, sites and species, including those with Biodiversity Action Plans. The Norfolk Biodiversity Action Plan (BAP) identifies priority species and habitat types and sets targets and priorities for improvement, and these are monitored. By increasing biodiversity in the Broads, the value and beauty of the area will increase and ecological populations will be strengthened and be better able to maintain viable communities.

- **Historic and Cultural Environment**

The Broads has a rich cultural heritage; statutory protection is given to features in recognition of their national importance and type of feature, i.e. listed buildings, historic parks and gardens, Scheduled Monuments, and Conservation Areas. The historic and cultural environments are a definable resource and also have a strong and increasing role in promoting and supporting the tourism and heritage industries, which adds weight to the need for protection.

- **Design**

The built environment is an important part of the cultural landscape; it reflects the activities of people living and working in the Broads. Good design is crucial in protected landscapes such as the Broads. Development needs to take into account the characteristics of the site, as well as the distinctiveness of the wider Broads' setting. Good design is all the harder to define in the Broads because of the varied nature of the local architecture. As the local planning authority, the Authority can influence design and the use of materials so that buildings blend into the landscape. But it is not about looking back; the Authority also wants to explore the future in innovative ways that are compatible with the local heritage and culture as well as potentially stimulating the local economy.

- **Climate change**

Innovative solutions are also required to minimise the impacts of climate change and the particular challenges and opportunities that this will present in terms of development and of the delivery of sustainable design solutions. There is significant potential for the development of sustainable design solutions specific to the Broads and this could also potentially become a key economic strength.

- **Flood risk**

According to the NPPG, "flood risk" is a combination of the probability and the potential consequences of flooding from all sources – including from rivers and the sea, directly from rainfall on the ground surface and rising groundwater, overwhelmed sewers and drainage systems, and from reservoirs, canals and lakes and other artificial sources.

Approximately 95% of the Broads Authority area is at some risk of flooding. This includes more than 2000 properties and almost 30,000 hectares. The Broads Authority boundary is tightly drawn around the edge of the floodplain.

The flood risk in the Broads is mainly from both fluvial and tidal sources and the whole character and development in the Broads over many hundreds of years has been closely associated with the water environment and flood risk. Much of the Broads area is defended by flood defence embankments, which are maintained by the Environment Agency to reduce flooding. The flood defences, where they exist, only reduce the risk of flooding and will never eliminate it; this has been the historic case within the Broads.

Flooding can cause damage to property and infrastructure. Coastal flooding can be particularly damaging. In extreme cases, flooding can lead to loss of life. The threat of flooding can also cause fear and distress to local residents. On the other hand, flooding is also a natural process within a floodplain. In some circumstances it can be beneficial to wildlife.

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Policy x: Surface water run-off

With the exception of minor developments all developments will demonstrate that they have incorporated measures to attenuate surface water run-off in accordance with a drainage hierarchy for rainwater so that, in order of priority, they:

- a) continue natural discharge processes;
- b) store water for later use;
- c) adopt infiltration techniques in areas of suitable porosity;
- d) store water in open water features for gradual release to a watercourse;
- e) store water in sealed water features for gradual release to a watercourse;
- f) discharge direct to a watercourse;
- g) discharge direct to a surface water drain;
- h) discharge direct to a combined sewer.

Sustainable Drainage Systems (SuDS) shall be used unless, following adequate assessment, soil conditions and/or engineering feasibility dictate otherwise.

Proposals to address surface water must be considered at an early stage of the design process:

- i) Taking natural site drainage and topography into account;
- ii) Effectively manage water including maintenance of and, where possible improvement to water quality; and
- iii) Provide amenity for local residents whilst ensuring a safe environment.

Where SuDS via ground infiltration is feasible, in order to ensure that SuDS discharge water from the development at the same or lesser rate as prior to construction, developers must undertake groundwater monitoring within the winter period and winter percolation testing in accordance with the current procedure¹.

Minor developments are encouraged to incorporate mitigation measures to reduce surface water runoff, manage surface water flood risk to the development itself and to others, maximise the use of permeable materials to increase infiltration capacity, incorporate on-site water storage and make use of green roofs and walls wherever reasonably practicable.

Within the critical drainage catchments as identified by the Lead Local Flood Authority and in other areas where the best available evidence indicates that a serious and exceptional risk of surface water flooding exists, all development proposals involving new buildings, extensions and additional areas of hard surfacing shall ensure that adequate and appropriate consideration has been given to mitigating surface water flood risk.

Reasoned Justification

Sustainable drainage systems slow the rate of surface water run-off and improve infiltration, by mimicking natural drainage in both rural and urban areas. This reduces the risk of “flash-flooding” which occurs when rainwater rapidly flows into the public sewerage and drainage systems. The Broads is ideally suited for this sort of approach as ditches and other forms of holding basins are characteristic of the landscape. There is a range of possible SUDs techniques that can be utilised.

¹ Currently BRE365

However, not all techniques will be appropriate for individual development sites. Examples of SuDS include retention ponds (a depression which holds water even during dry weather conditions) and swales (long vegetative depression which is normally dry except during and after heavy rainfall).

The NPPG says' *Sustainable drainage systems are designed to control surface water run off close to where it falls and mimic natural drainage as closely as possible. They provide opportunities to:*

- *reduce the causes and impacts of flooding;*
- *remove pollutants from urban run-off at source;*
- *combine water management with green space with benefits for amenity, recreation and wildlife'.*

The policy seeks to ensure we discharge surface water run off as high up the following **hierarchy** (as set out in the NPPG) as possible:

- into the ground (infiltration);
- to a surface water body;
- to a surface water sewer, highway drain, or another drainage system;
- to a combined sewer.

The Government has issued a written statement in relation to SuDS²saying that '*we expect local planning policies and decisions on planning applications relating to major development - developments of 10 dwellings or more; or equivalent non-residential or mixed development (as set out in Article 2(1) of the Town and Country Planning (Development Management Procedure) (England) Order 2010) - to ensure that sustainable drainage systems for the management of run-off are put in place, unless demonstrated to be inappropriate.*'. The policy seeks to address this direction.

Areas with concentrated surface water risk will be identified by the Lead Local Flood Authorities as Critical Drainage Catchments (CDCs). The CDCs form the main focus for partner engagement, detailed analysis and potential implementation of flood protection schemes as well as the production of Surface Water Management Plans³ which look in detail at places that have suffered surface water flooding or have a high surface water flood risk.

There are various sources of technical information that can be used when addressing surface water and designing SuDS:

- NPPG⁴
- Non-statutory technical standards for the design, maintenance and operation of sustainable drainage systems⁵
- SuDS manual produced by CIRIA⁶.

² <http://www.parliament.uk/documents/commons-vote-office/December%202014/18%20December/6.%20DCLG-sustainable-drainage-systems.pdf>

³ <https://www.norfolk.gov.uk/what-we-do-and-how-we-work/policy-performance-and-partnerships/policies-and-strategies/flood-and-water-management-policies/surface-water-management-plans> and <https://www.suffolk.gov.uk/roads-and-transport/flooding-and-drainage/flood-management-in-suffolk/>

⁴ <http://planningguidance.communities.gov.uk/blog/guidance/flood-risk-and-coastal-change/reducing-the-causes-and-impacts-of-flooding/why-are-sustainable-drainage-systems-important/>

⁵ https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/415773/sustainable-drainage-technical-standards.pdf

With regards to adopting SuDS, Anglian Water's current standards for SuDS adoption are available to view at the following address: <http://www.anglianwater.co.uk/developers/suds.aspx>

Alternative Options

Comments received as part of the Issues and Options consultation

Anglian Water would wish to see a policy included in the Local Plan which requires the provision of SuDS as part of new developments. As part of which it would be helpful if developers were required to provide evidence that they have followed the hierarchy as outlined in page 36 of the consultation document before proposing that surface water should be discharged into a surface water sewer.

Reference is made to whether specific SuDS methods should be required as part of the New Local Plan. Developers can apply to Anglian Water to adopt SuDS proposed as part of their development. Anglian Water's current standards for SuDS adoption are available to view at the following address: <http://www.anglianwater.co.uk/developers/suds.aspx>

EA: SuDS have the potential to not only reduce flood risk, but to also contribute to improved water quality (as highlighted for rural SuDS in this section), and provide habitat enhancement.

There are a wide range of SuDS methods available; the Plan should seek to ensure that SuDS appropriate to the Broads area and that contribute widely to key objectives are delivered. This means, for example, SuDS that secure the required level of treatment to protect water quality, and offer the greatest potential for ecological improvement, by creating and/or linking habitats. The linking of habitats is also highlighted as an important issue under Green Infrastructure, Climate Change & Biodiversity sections of the Plan.

IWA: SUDS and the Local Plan: There is a role for exploiting SUDS/ Rural SUDS in areas where there is sufficient space, and where groundwater conditions are suitable- not the case for many parts of the Broads. Equally, combining SUDS type retention systems and reed beds could provide both detention and slow release of run-off water and improvement in its chemical and biological quality before reaching a water body. This could therefore be usefully encouraged in the local plan, provided the SUDS systems have credible ownership, operation and maintenance plans.

RSPB: The use of SuDS (p36):Appropriate use of SuDS and RSuDS can benefit the environment, for example by correctly using reedbed filtration systems. The RSPB has published guidance which can be found at https://www.rspb.org.uk/Images/SuDS_report_final_tcm9-338064.pdf.

Sustainability Appraisal Summary

Evidence used to inform this section

Monitoring Indicators

⁶In delivering SuDS there is a requirement to meet the framework set out by the Government's 'non statutory technical standards' and the revised SuDS Manual complements these but goes further to support the cost-effective delivery of multiple benefits.

http://www.ciria.org/Resources/Free_publications/SuDS_manual_C753.aspx

Strategic policy on Sustainable Tourism

The creation, enhancement and expansion of high quality and inclusive tourism attractions, and tourism infrastructure will be supported in accordance with the policies within this Local Plan where this would enhance the understanding and enjoyment of the special qualities of the Broads, enhance the existing tourism offer, benefit the local economy and be of a suitable scale and type for its location. Particular emphasis is placed on improving the quality of existing visitor accommodation/attractions and the need to broaden the range of accommodation/attractions provided.

The tourism base in the Broads will be supported, widened and strengthened by:

- i) Encouraging an appropriate network of tourism and recreational facilities throughout the system;
- ii) Protecting against the loss of existing tourism and recreation facilities;
- iii) Supporting diversification of tourism where economically and environmentally sustainable; and
- iv) Promoting low-impact tourism which seeks to protect or enhance the special qualities of the Broads which visitors come to see or experience.

Tourism and recreational development (including holiday accommodation) should be of an appropriate scale and will be directed to appropriate locations where the environment, infrastructure and facilities support such development and can accommodate the visitor impact. Proposals should be of a suitable scale, and type to protect the character of the townscape and landscape. Consideration should be given to use of brownfield sites where feasible.

Where tourism development seeks to attract more than a small-scale or local level of visitors, it must be accessible by means other than the private car, be located at strategic positions throughout the area where it can be accessed by water and/or land, and be linked to settlements.

Where a proposal is not readily accessible by public transport, then it will be supported where it relies on a specific geographical resource or contributions are made to improve accessibility and it complies with the emerging policies as a whole in the Local Plan.

The Authority will seek to ensure adequate levels and types of infrastructure and facilities to support development taking into account factors such as accessibility, water quality, sewer capacity, seasonal impacts.

Development proposals for visitor accommodation and visitor attractions that would have an unacceptable adverse impact on the National Park's special qualities will be refused.

Reasoned justification

National and regional policies support the promotion of tourism as a key element of the economy, subject to the limits of sustainability.

The World Tourism Organisation and United Nations Environment Programme define sustainable tourism as *'tourism that takes full account of its current and future economic, social and environmental impacts, addressing the needs of visitors, the industry, the environment and host communities'*.

The potential for tourism and recreation in the Broads is immense. The Broads attracts more than 7 million visitors a year. Boating, cycling, canoeing, fishing, heritage, walking and wildlife-watching are just some of the ways visitors and those living here enjoy the area. It must be noted that the leisure sector is a fast-changing industry and the patterns and popularity of uses will alter over time. It is the role of the Local Plan to guide the location and development of sustainable tourism.

The term 'tourism and recreation development' also covers holiday accommodation.

One of the three key purposes of the Broads Authority is to promote understanding and enjoyment of the Broads but we need to strike the right balance between this and conservation and navigation interests. Tourism brings more than £400 million into the local economy every year but it needs sensitive management to make sure the fragility of this special landscape isn't adversely affected.

The Authority encourages quiet forms of recreation on land and water, based on the area's distinctive beauty, culture, traditions, history and wildlife. In other words, it supports tourism and recreation that does not damage the Broads' environment, or other people's enjoyment of it. It is vital to ensure that enjoyment of the area is combined with an awareness and understanding of the special qualities of the Broads.

The economic viability of the Broads' tourism industry relies on a healthy and attractive environment and opportunities to engage in a range of appropriate recreational activities. Water-borne tourism is considered to be the largest contributor to the Broads' economy.

The Broads Authority adopted a Tourism Strategy and Destination Management Plan¹ for the Broads in 2016. The Strategy includes a comprehensive assessment of tourism in the Broads including the tourist offers, the economic impact of tourism as well as areas where it can be improved. The Strategy is also supported by primary evidence in the form of an attitudes survey of Broads tourist businesses. The vision for sustainable tourism in the Broads in 2020 as set out in the Strategy is:

Working together effectively to provide a brilliant visitor experience of a unique National Park, delivering year round benefits to the local economy – through engaging and supporting local businesses and protecting, enhancing and celebrating the special natural and cultural heritage of the Broads.

The Strategy identifies the following key principles

- Pursuing sustainable growth
- Achieving more year-round visitor spending
- Focussing on conservation and environmental management
- Promoting and living up to the National Park status
- Spreading benefits to all parts of the Broads
- Providing a National Park for all
- Working in partnership

¹ http://www.broads-authority.gov.uk/data/assets/pdf_file/0012/769773/Sustainable-Tourism-in-the-Broads-2016-20-May-2016.pdf

The three key objectives that are the drivers of the Strategy are:

- Objective 1: Creative promotion. To raise awareness of the Broads as a unique wetland National Park based on its waterways, heritage, landscapes and wildlife
- Objective 2: Captivating products. To strengthen the variety, distinctiveness and quality of the Broads tourism offer, capable of generating visits throughout the year
- Objective 3: Supportive management. To stimulate and manage the flow of visitors around the Broads with consequent benefits for communities and the environment

Shops, pubs, restaurants, moorings, water and electricity and boating supplies are used by local communities as well as visitors. These services are all part of the essential infrastructure of a holiday destination.

Provision of facilities that enable visitors and residents to experience, explore and enjoy the Broads and access visitor destination points are guided by and driven in the main by the Integrated Access Strategy. This is discussed in more detail in the transport section.

Initiatives that foster improvements to tourism will include consideration of their accessibility. Small-scale highways improvements may be a requirement to enable economic regeneration to occur. There is a need for improvements to be made to the cycle network around the Broads and also to access by modes other than the private car: new development could provide the opportunity to assist these.

Access to a number of the main tourist destinations in the Broads can be realistically achieved only by the use of the private car. However, future medium-sized and major development should only be located where alternative means of access can be provided as part of the development, e.g. by water, close to train stations or bus stops.

Across the Broads, there is considerable variation in landscape types and ecological sensitivity, with some areas more sensitive and vulnerable to change than others. Similarly, visitor pressure is not evenly spread across the system, with some areas being 'honey pots', particularly in the height of the season, while other areas remain relatively quiet. The aim is to distribute tourism through the Broads, while providing protection to vulnerable areas. Development will need to be carefully sited and designed in order to protect and enhance the special features and character of the Broads. This could be achieved through utilising previously developed sites.

The role of land-based accommodation in supporting the tourism and leisure economies in the Broads is increasingly being recognised and there is a need for further development to support this. Such accommodation can help to replace the bed spaces lost by the decline in the hire boat fleet, as well as offering alternative ways to enjoy the Broads and encouraging diversification of the tourism base. Policies will permit development to provide land-based accommodation for holiday use subject to satisfaction of criteria set out in other Local Plan policies, and to include adequate access, infrastructure, provision of local facilities and appropriate scale and design.

Policy x: Sustainable Tourism and Recreation Development

a) General Location of Sustainable Tourism and Recreation Development

New tourism and recreational development (including holiday accommodation) will be permitted where it is:

- i) within or adjacent to a defined development boundary, as defined on the Policies Map, or
- ii) is closely associated with an existing visitor attractions/tourism site, group of holiday dwellings, boatyard, public rights of way network or established sailing or similar club.

iii) it can be satisfactorily accessed by sustainable means, including public transport, walking, cycling, horse riding or by water

Tourism and recreational facilities in the open countryside will be permitted only where there is a clear and demonstrable need for the facilities to be situated in the open countryside and where they:

~~iii)~~iv) Are in accordance with the Core Strategy and other policies of the Development Plan; policies in this Local Plan

~~iv)~~v) Do not involve a significant amount of new built development;

~~v)~~vi) Do not adversely affect, and wherever possible contribute positively towards, the landscape character of the locality;

~~vi)~~vii) Do not result in an adverse effect on the integrity of a protected site or protected species; and

~~vii)~~viii) Would not compromise existing The demand for the proposed tourism or recreation facilities is not already met in more sustainable locations.

The requirement to demonstrate a need to be located in open countryside does not apply to farm diversification development to provide tourist accommodation.

Intensive tourism and leisure uses, including static caravans, will not normally be permitted on greenfield sites.

b) Principles of Sustainable Tourism and Recreation Development

Proposals for new tourism and recreation development, including within existing sites or attractions will be positively supported where:

- ix) The levels of activity or use would not cause unacceptable adverse effects on the natural and historic environment, would not impact on local transport movements, would not detract from the experience of visitors or adversely affect the character, appearance and amenity of the area either individually or cumulatively or affect the amenity of the community;
- x) They contribute towards a sustainable future for the Broads' local economy and communities.
- xi) They support the improved health and wellbeing of people living, working and visiting the Broads through the benefits of recreation and experience of tranquillity.
- xii) They safeguard the existing access network, including public rights of way, and access land; and provide enhancements where opportunities arise.

- xiii) They respond to opportunities to improve the quality and viability of existing recreation and tourism businesses, through appropriate restoration, extension, expansion or diversification and development proposals make use of existing buildings, where appropriate;
- xiv) It would bring regeneration benefits particularly through the redevelopment of previously developed land
- xv) They are of a scale compatible with their location and setting
- xvi) would support the continued viability of rural businesses;
- xvii) the facilities proposed will provide opportunities for visitors to increase their awareness, understanding and enjoyment of the special qualities of the Broads;
- xviii) is demonstrated that any proposed on-site facilities or ancillary buildings are necessary
- xix) It is located in accordance with section a of this policy.
- xx) The proposals is for agricultural diversification that is of an appropriate scale and type in rural areas

The Authority will support a year-round visitor economy, through the relaxation or removal of seasonal planning restrictions, where appropriate, while ensuring the facility remains for visitor use.

Reasoned Justification

PPS4 The NPPF advises that Local Planning Authorities should support sustainable rural tourism and leisure developments that benefit rural businesses, communities and visitors and that utilise and enrich, rather than harm, the character of the countryside, its towns, villages, buildings and other features. The tourism sector plays a vital role in the local economy. ~~Policy CS9 of the Core Strategy~~ The tourism strategic policy seeks to support, widen and strengthen this tourism base by encouraging a network of tourism and recreational facilities, protecting against the loss of existing services and supporting the diversification of tourism.

Visitors are attracted to the Broads predominantly by the beautiful wetland landscapes and the opportunities for sailing, motor-boating, canoeing, angling, bird-watching and other recreational pursuits such as walking, cycling and horse riding. The tourism economy of the Broads is therefore heavily dependent on the quality of the natural environment and inappropriate development proposals, including for intensive tourism and leisure uses, are capable of detracting from the special qualities of the Broads upon which tourism relies. The Sustainable Tourism and Recreation Strategy for the Broads therefore aims to develop, manage and promote the Broads as a high quality sustainable tourism destination, in keeping with its status as an internationally renowned environment.

~~Core Strategy Policy CS11~~ The tourism strategic policy directs tourism and recreational development to appropriate locations which have the necessary infrastructure and facilities to support such development. The settlements of the Broads provide the greatest potential for accommodating additional visitor numbers without detriment to the environment. These locations are also amongst the most accessible by public transport. Accordingly, to ensure the special qualities of the Broads are protected for future generations while maintaining the economic benefits of tourism, the Authority will support new tourism and recreational development in or adjacent to defined settlements and on existing tourism sites.

Proposals for new tourism and recreation facilities outside these areas will need to be accompanied by a statement that demonstrates why the proposed facility needs to be located in the open countryside and provides evidence to justify the scale of development. This requirement does not apply to farm diversification projects providing tourist accommodation (which will be considered against ~~Policy DP15 and/or DP21~~ other policies of the Local Plan). Due to the potential impact on the openness and special character of the landscape, facilities in the open countryside will only be permitted where the scale of built development would not have an adverse impact on the character of the local area and special qualities of the landscape. In addition, proposals that may have an effect on a protected site or species will only be permitted where a site level Habitats Regulations Assessment can successfully demonstrate that there are no adverse effects on the qualifying features on those habitats or species.

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Policy x: Holiday Accommodation – New Provision and Retention

New holiday accommodation will be permitted where:

- a) It complies with the approach to locations for tourism and recreation development as set out in Policy DP14;x;
- b) It will be for holiday use for short stay occupation on a rented basis and not used as a second home or for the main residence of the occupiers;
- c) It will be available for holiday lettings for a substantial period of the year and not occupied by the same people on a continuous basis;
- d) The applicant can prove that such a use will likely be viable in perpetuity; and
- e) A register of bookings is maintained at all times and is made available for inspection.

When permitting new holiday accommodation, the Authority will seek to ensure that it remains available for short stay occupation on a rented basis by attaching an occupancy condition to restrict the sale of the property on the open market or use of the property for year-round occupation or as a second home. Changes in the occupancy conditions from a holiday lettings unit to a second home or permanent residential will only be permitted where it can be demonstrated that the existing tourism use is no longer viable.

The Authority will also seek a variety of accommodation types where they are appropriate to their location.

The extension, intensification, upgrading or replacement of existing static caravan sites will only be permitted where:

- e)f) The proposal is in accordance with the Core Strategy and other policies of the Development Plan; Local Plan
- f)g) The proposal is compatible with the Landscape Character Assessment; and
- g)h) Any associated buildings proposed are modest in scale and the visual impact of the proposal is minimised by appropriate siting, design, external materials and colour.

The conversion or redevelopment of hotels and guest houses to permanent residential accommodation will be resisted where it would result in the loss of more than five bed spaces available for holiday use unless it can be demonstrated that the existing tourism use is no longer viable.

Opportunities for appropriate relocation or redevelopment of existing visitor accommodation or related development which is currently resulting in harm to the special qualities will be encouraged.

Reasoned Justification

Tourism makes a valuable contribution to the local economy and a statutory purpose of the Broads is to provide opportunities for the understanding and enjoyment of the special qualities of the area by the public. The provision of a sufficient level and range of accommodation is essential for supporting the contribution made by the tourism sector to the local economy.

~~A significant proportion of visitors to the Broads use hire boat accommodation. Nevertheless, the Sustainable Tourism and Recreation Strategy for the Broads (2006) established that accommodation within the Broads is limited and that even when the area is widened to include the settlements neighbouring the Broads, there is still relatively little serviced accommodation and a shortage of group accommodation. The Strategy therefore identified the need to adopt a more proactive approach to shaping accommodation development and recommended that consideration be given to the promotion of:~~

- ~~☐ — Self-catering accommodation from converted boatyards and farm buildings;~~
- ~~☐ — New build Broads self-catering eco-lodges;~~
- ~~☐ — Small scale camping sites;~~
- ~~☐ — Camping platforms; and~~
- ~~☐ — Hostel and bunk house use of old buildings.~~

~~Policy DP15 addresses all forms of new holiday accommodation development, including those types listed above, and should be considered in the context of Policy DP14. For the conversion of existing buildings, policies DP6 and DP21 should also be considered, as appropriate.~~

The policy seeks to secure and retain a supply of appropriately located tourist accommodation. The Authority will expect all new holiday accommodation to be available for lettings for at least nine months in any one year. To ensure that new holiday accommodation is used for tourism purposes that benefit the economy of the Broads, occupancy conditions will be sought to prevent the accommodation from being used as a second home or sold off on the open market. To ensure an adequate supply of holiday accommodation is retained, the removal of such a condition will only be permitted where the proposal is accompanied by a statement completed by an independent chartered surveyor which demonstrates ~~that the existing use is unviable. that it is financially unviable or that any net loss of accommodation is necessary to allow appropriate relocation or redevelopment. Evidence of a robust marketing campaign of at least 12 months, for accommodation located within settlement boundaries, or of at least 24 months for accommodation located close to a geographically specific feature or a long distance footpath or outside of settlement boundaries, will be required that clearly demonstrates that there is no market demand for the premises. The Authority will need to verify the content of such a report and may need to employ external expertise to do so (The applicant will need to meet the cost of this).~~

Proposals to redevelop an existing hotel or guest house that would result in the loss of more than five bed spaces available for holiday use will also be expected to be accompanied by a statement completed by a chartered surveyor, demonstrating that the existing use is unviable. The threshold of 5 relates to the associated small scale employment that such sized operations result in. Cumulatively, the employees associated with operations of 5 or more can add up to a significant amount around the Broads.

~~4~~Static caravans contribute to the provision of a range of accommodation in the Broads and can also provide a valuable supplementary source of income for farm businesses. Although there is a need to provide a range of tourist accommodation, the nature of this type of activity can have a significant visual impact on the appearance and character of the landscape. Applications for the extension, intensification, upgrading or replacement of existing static caravan sites will therefore only be

permitted where the scale of the proposals and their visual impact is compatible with the character of the location and the wider Broads setting.

Holiday homes that will be occupied as second homes are not considered as holiday accommodation for the purpose of this policy and are instead regarded as new dwellings.

If a proposal is considered in the context of ~~Policy DP15~~[this policy](#) to potentially have an effect on an internationally designated site then it will need to be considered against the Habitats Regulations and a project level Appropriate Assessment undertaken.

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Comments received as part of the Issues and Options consultation

South Norfolk Council would encourage sustainable tourism in the Broads Area as it would be good for the wider economy of South Norfolk. The provision of facilities for tourists e.g. public toilets needs to be carefully considered. South Norfolk Council would support a combination of Options 2, 3 and 4 e.g. a general policy seeking to retain tourist facilities combined with the potential for additional policies for specific tourist attractions if considered necessary. Any policy will need to refer to and link with tourism initiatives across neighbouring Local Planning Authorities as there are relationships between the Broads and attractions outside Broads Authority Executive Area (for example Loddon and access to the Southern Broads).

Broadland District Council: As the NPPF supports a prosperous rural economy, it is felt that the approach could involve a combination of the following options:

[Agree] Option 2: Seek to retain tourist facilities through general policy

[Agree] Option 3: Site Specific policies for larger tourist attractions

The potential effects will need to be assessed through SA and HRA.

Inland Waterways Association: is keen to ensure the BA manages the balance between the importance of tourism to the local economy, and navigation & conservation. Both the latter are also important in maintaining a dynamic tourism industry, and offering visitors something which represents the reality and diversity of things to see and do which the Broads has. Sustainability is vital for all aspects. IWA considers that the best way forward in the plan is with Options 3 & 4, site specific policies for larger tourist attractions and generic ones to help small scale attractions. This will allow the larger sites to use their expertise working within a framework the BA provides, and for local small sites guidance and help from the BA will both simplify their task of putting on a professional attraction with high standards, and ensure there is a commonality running through all Broads attractions.

Norfolk and Suffolk Boating Association: We failed to find any reference in either of these sections, to the most sustainable form of transport and the most sustainable form of tourism, that is, transport by engineless boat propelled by the harnessing of wind and tide.

Norfolk County Council: It is felt that no new policy is needed for sustainable tourism and existing policies would cover what is required from an economic development perspective.