

# Planning Committee

## Agenda 18 August 2023

10.00am

Yare House, 62-64 Thorpe Road, Norwich NR1 1RY

John Packman, Chief Executive – Friday 11 August 2023

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

### Introduction

1. To receive apologies for absence
2. **Appointment of Chair**  
A nomination for Chair has been received for:  
Harry Blathwayt proposed by Bill Dickson, seconded by Tim Jickells.
3. **Appointment of Vice-Chair**  
A nomination for Vice-Chair has been received for:  
Tim Jickells proposed by Harry Blathwayt, seconded by Tony Grayling.
4. To receive declarations of interest
5. **To receive and confirm the minutes of the Planning Committee meeting held on 21 July 2023** (Pages 3-10)
6. To note whether any items have been proposed as matters of urgent business
7. Chairman's announcements and introduction to public speaking  
Please note that public speaking is in operation in accordance with the Authority's [Code of Practice for members of the Planning Committee and officers](#).
8. Request to defer applications included in this agenda and/or vary the order of the agenda

### Planning and enforcement

9. **To consider applications for planning permission including matters for consideration of enforcement of planning control:**

- 9.1. BA/2023/0074-76/FUL - Aldeby - Waveney River Centre (Pages 11-27)
- 9.2. BA/2023/0015/FUL - Brundall Marina - Extension to create dry berths (Pages 28-49)
- 10. **Enforcement update** (Pages 50-56)  
Report by Head of Planning

## Policy

- 11. **Trowse Neighbourhood Plan – Agreeing to consult** (Pages 57-58)  
Report by Planning Policy Officer
- 12. **Postwick with Witton Neighbourhood Plan – Area designation consultation**  
(Pages 59-61)  
Report by Planning Policy Officer
- 13. **Coastal Adaptation SPD - Adoption** (Pages 62-66)  
Report by Planning Policy Officer
- 14. **Consultation responses** (Pages 67-70)  
Report by Planning Policy Officer
- 15. **Horning Knackers Wood Water Recycling Centre - Joint Position Statement update**  
(Pages 71-93)  
Report by Planning Policy Officer
- 16. **Local Plan for the Broads – Preferred Options - Bitesize pieces** (Pages 94-175)  
Report by Planning Policy Officer
- 17. **Local Plan - Development Boundary Topic Paper update** (Pages 176-231)  
Report by Planning Policy Officer

## Matters for information

- 18. **Appeals to the Secretary of State update** (Pages 232-236)  
Report by Senior Planning Officer
- 19. **Decisions made by Officers under delegated powers** (Pages 237-241)  
Report by Senior Planning Officer
- 20. **To note the date of the next meeting – Friday 15 September 2023 at 10.00am at Yare House, 62-64 Thorpe Road, Norwich**

# Planning Committee

## Minutes of the meeting held on 21 July 2023

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## **Present**

Harry Blathwayt – in the Chair, Stephen Bolt, Bill Dickson, Tony Grayling, Tim Jickells, Vic Thomson, Melanie Vigo di Gallidoro and Fran Whymark

## **In attendance**

Natalie Beal – Planning Policy Officer, Jason Brewster – Governance Officer, Estelle Culligan – Deputy Monitoring Officer (for item 9), Stephen Hayden – Tree Officer (for item 12), Cheryl Peel – Senior Planning Officer, Cally Smith – Head of Planning, Marie-Pierre Tighe – Director of Strategic Services and Sara Utting – Senior Governance Officer

## **Members of the public in attendance who spoke**

Member of the public

## **1. Apologies and welcome**

The Chair welcomed everyone to the meeting.

**Apologies** were received from Leslie Mogford.

## **Openness of Local Government Bodies Regulations 2014**

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

## **2. Declarations of interest and introductions**

Members indicated that they had no further declarations of interest other than those already registered.

## **3. Minutes of last meeting**

The minutes of the meeting held on 23 June 2023 were approved as a correct record and signed by the Chair.

## **4. Matters of urgent business**

There were no items of urgent business

## **5. Chair's announcements and introduction to public speaking**

No members of the public had registered to speak.

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

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

## 7. Applications for planning permission

There were no applications for consideration. Members were reminded that application BA/2023/0127/FUL - Ormesby - Broadland Nurseries had been withdrawn by the Agent since the agenda papers had been published.

## 8. Enforcement update

Members received an update report from the Head of Planning on enforcement matters previously referred to the Committee. No further updates were provided at the meeting.

**The report was noted.**

## 9. Scheme of powers delegated to Chief Executive and other authorised officers –amendment to section 37

The Deputy Monitoring Officer (DMO) joined the meeting remotely.

Members received a report from the Senior Governance Officer (SGO) and DMO on a proposed change to the Scheme of Delegation relating to the call in of planning applications. The SGO explained that the proposed changes related to the implementation of recommendations from an external review as agreed at full Authority 20 January 2023. The changes sought to remove any ambiguity relating to a possible challenge regarding the interpretation of delegated authority when a member or Ward member of a District Council “called in” an application. There had also been a change regarding the wording relating to when a member or Ward member of a District Council could “call in” an application to refer to “material planning considerations” that reflected current terminology within the National Planning Policy Framework (NPPF).

A member noted that representations from parish councils and other persons, Scheme of Delegation 37 (iv) & (v) respectively, made reference to “material planning considerations of significant weight”, while requests from a member of the Authority and a Ward member of the relevant District Council, Scheme of Delegation 37 (vi) & (vii) respectively, only made reference to “material planning considerations”. The member believed the latter two categories should have to meet the same criteria as the first two categories i.e., “material planning considerations of significant weight” be applied to Scheme of Delegation 37 (vi) & (vii).

The Head of Planning (HoP) explained that the Scheme of Delegation was periodically reviewed by the Authority. At the last review in 2021 the Planning Committee had requested that references to “of significant weight” be removed from 37 (vi) & (vii) and this was approved at full Authority (19 March 2021).

The DMO added that given the particular role of Authority members and Ward members to represent their constituents, there was a justification that they should have wider discretion to request a call in. It was also the case that constituents could approach their Ward members to call in applications and therefore benefit from the Ward members' wider discretion.

The HoP clarified that whatever means a representation/request to call in an application was received the officers would perform the same assessment. Firstly, they would determine whether the points raised were in fact a material planning consideration. If they were deemed to meet the first test then secondly, the officer would determine whether they carried significant weight. The HoP explained that a number of representations could be received all referring to the same material planning consideration. However, they might not all have the same level of weight and the extent to which they would be taken into account would depend on the weight.

A member asked whether County Councillors should be granted call-in responsibilities and another member responded that other Local Planning Authorities did not explicitly name this grouping as they could liaise with the Ward member on these matters.

Members were supportive of the changes proposed and were keen to re-establish a level playing field on the matter of call-ins.

It was agreed to support the existing recommendations and in addition update the Scheme of Delegation section 37 items (vi) & (vii) to state: "material planning considerations **of significant weight**".

Tim Jickells proposed, seconded by Stephen Bolt and

**It was resolved unanimously to endorse the recommendation:**

- i. **To amend the Scheme of powers delegated to the Chief Executive and other authorised officers; section 37 items (vi) and (vii) to add "of significant weight" after "material planning considerations".**
- ii. **To recommend to the Broads Authority the adoption of the proposed changes to section 37 of the Scheme of powers delegated to the Chief Executive and other authorised officers, and**
- iii. **To delegate authority to the Director of Strategic Services to make the necessary changes to the Code of Practice for members of the Planning Committee and officers.**

The Deputy Monitoring Officer left the meeting.

## **10. Hemsby Neighbourhood Plan - adoption**

The Planning Policy Officer introduced the report on the adoption of the Hemsby Neighbourhood Plan. The PPO confirmed that the plan had successfully completed its referendum and was ready to be made (adopted).

Tony Grayling proposed, seconded by Melanie Vigo di Gallidoro and

**It was resolved unanimously to endorse the result of the referendum and recommend to the Broads Authority that the Hemsby Neighbourhood Plan was made/adopted.**

## 11. Consultation responses

The Planning Policy Officer (PPO) introduced the report, which documented the response to a consultation on the Chet Neighbourhood Plan prepared by Loddon and Chedgrave Councils.

The PPO indicated that along with comments seeking clarification on a number of points she had raised an objection: Policy 1 of the Neighbourhood Plan proposes custom/self-build dwellings outside of the development boundary which would contravene National Planning Policy Framework guidelines and was contrary to the Local Plan for the Broads Policy DM42 (Custom/self-build).

Vic Thomson proposed, seconded by Stephen Bolt and

**It was resolved unanimously to endorse the nature of the proposed response.**

## 12. Local Plan - Preferred Options (bitesize pieces)

The Planning Policy Officer (PPO) presented the report which detailed two new or amended policy areas that were proposed to form part of the Preferred Options version of the Local Plan. The PPO proposed to discuss each section of the report in turn and welcomed members' feedback.

### Horning policies

The PPO highlighted that any developments within this area of Horning that increased foul water or surface water were not currently supported in both the Broads Authority and North Norfolk District Council planning areas. This was because the Dry Weather Flow permit limit had been exceeded at the Horning Knackers Wood Water Recycling Centre which serves the Horning area. The PPO indicated that an update to the Joint Position Statement issued by Anglian Water and the Environment Agency on this subject was expected and this would be brought to the next Planning Committee.

The PPO indicated the HOR3 Waterside plots and HOR4 Sailing Club policies had been updated to include references to dark skies and the need to ensure no adverse impact on the integrity of any European site. In response to a member question, the PPO indicated that the Dark Skies assessment would resume in the autumn and that this work had been well received by local communities.

There had been no change to HOR5 Crabett's Marsh policy except for a small clarification.

HOR6 Horning boatyards at Ferry Road and Ferry View Road had been updated to include a reference to dark skies and the need for residential moorings to consider recreational impacts (and possible payment of a Recreational impact Avoidance and Mitigation Strategy tariff) and

highlighting the restriction on development due to the constraints of the water recycling centre described earlier.

#### Trees, woodlands, hedges, scrub and shrubs and development

The PPO explained that this was a new policy that reflected the consultation responses received during the Issues and Options consultation. The Authority's Tree Officer (TO) had been instrumental in creating this policy and he provided an overview of the policy.

The TO explained that with increasing development there was an increased need to preserve trees especially given the integral part they played within the Broads landscape and their importance to biodiversity. Unlike other National Parks, the Broads also had to balance the need for preserving trees with their impacts on the navigation and in some situations a compromise between these competing interests would be required.

The general principle of the policy was that trees would be retained as part of any development unless there were overriding considerations such as the age, condition or safety of the trees.

Where there was the potential loss of trees or trees would be impacted by a development then an assessment would be required as per the BS5837 framework. This required trees to be categorised into 4 distinct groups; A, B C & U. Categories A & B would be deemed material constraints while categories C & U could be removed.

Any loss of trees would require some form of replacement planting. The TO indicated there were various compensatory metrics to equate the lost trees with their replacements, such as loss of canopy area or loss of carbon sequestration. These forms of analysis were difficult to perform, especially for small developments therefore the policy detailed a simple metric that indicated the number of replacement trees based on a simple assessment of the size of trees to be lost; the larger the tree to be lost the greater the number of replacement trees.

The policy sought to protect irreplaceable habitats such as mature wet woodland, ancient woodland and ancient veteran trees and was consistent with the National Planning Policy Framework. The TO added that wet woodland was an important feature within the Broads landscape that historically proved difficult to preserve as it was not deemed visually appealing and this policy would strengthen the case for its protection.

A member asked, in relation to paragraph 1 of the policy, who decided whether it was a "significant hedge and shrub mass". The Tree Officer indicated that under the Hedgerow Regulations 1997 the applicant had to inform the Local Planning Authority (LPA) of any proposal to remove a hedgerow. The LPA would then assess the hedgerow and determine if it was a historic hedgerow and respond accordingly. The Head of Planning indicated that this responsibility was not part of the LPA for the Broads as it was performed by the LPA of the relevant District Council.

The member asked how the control of leylandii hedges would be managed by this policy. The TO responded that this scenario would be considered as a landscape enhancement which incorporated the principle of the right tree in the right place. The TO added that each case



would be considered on its own merits with consideration for priority habitats within the Broads and its landscape characteristics.

Members praised the work involved in defining this new policy and thanked the PPO and TO accordingly.

**Members' comments were noted.**

### **13. Broads Local Plan – Local Green Space Topic Paper and proposed policy**

The Planning Policy Officer introduced the report, which provided an assessment of Local Green Spaces (LGS) associated with the Local Plan as well as an updated LGS Local Plan Policy.

The PPO explained that as part of the Local Plan Issues and Options consultation a call for new LGS sites was made and no responses were received. In preparing the updated LGS assessment Chedgrave Parish Council were contacted and, as well as reviewing their existing LGS, they offered a new site for consideration. The PPO had visited the site and deemed it suitable for inclusion as an LGS.

Another possible LGS had been suggested by Gillingham Parish Council which proved to already be protected as an Open Space and therefore would not be included as an LGS.

The LGS policy, the PPO indicated, had been amended to strengthen the policy wording and to reference the new Chedgrave LGS.

A member asked if the stated LGSs had other designations, such as Special Site of Scientific Interest or Special Area of Conservation, associated with them. The PPO would investigate this matter and notify members of her findings.

A member asked if any of these LGS's overlapped with those identified within a neighbourhood plan. The PPO responded that the LGSs in the Local Plan were distinct from those identified by neighbourhood plans and there was no overlap of these designated areas between Local Planning Authorities. The PPO added that the intention was to have all LGS's from the Local Plan and neighbourhood plans represented on the interactive map of the Broads planning area and identified as planning constraints.

Melanie Vigo di Gallidoro proposed, seconded by Tim Jickells and

**It was resolved unanimously to endorse the Local Green Space topic paper as evidence for the Local Plan and to endorse the proposed Local Green Space policy.**

### **14. Notes of the Heritage Asset Review Group meeting held on 16 June 2023**

The Committee noted the minutes of the Heritage Asset Review Group meeting held on 16 June 2023.

The Chair indicated that the next HARG meeting would be on Friday 8 September 2023 at Ranworth Village Hall and following the meeting there would be a tour of nearby St Helen's Church.

## **15. Appeals to the Secretary of State**

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

## **16. Decisions made by officers under delegated powers**

The Committee received a schedule of decisions made by officers under delegated powers from 12 June to 7 July 2023 and there were no Tree Preservation Orders confirmed within this period.

## **17. Date of next meeting**

The next meeting of the Planning Committee would be on Friday 18 August 2023 10.00am at Yare House, 62-64 Thorpe Road, Norwich.

The meeting ended at 11:15am

Signed by

Chair

# Planning Committee

18 August 2023

Agenda item number 9.1

## BA/2023/0074, 0075 & 0076/FUL- Aldeby-Waveney River Centre

Report by Senior Planning Officer

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### Proposal

BA/2023/0074/FUL Re-siting and re-design of eight holiday lodges and associated parking spaces and associated operational development. Creation of a landscaped area.

BA/2023/0075/FUL Provision of fifteen touring caravan/motor home/camping pitches (relocated from the central area of the River Centre), access and amenity area.

BA/2023/0076/FUL The siting of seven twin unit chalets (fourteen chalets) and associated parking spaces. Construction of new access road adjacent to the north-western boundary, to create one-way access arrangement. Extension and reconfiguration of existing car parking areas serving the River Centre and Marinas. Erection of new shower/toilet facilities. Removal of existing storage building and shower/toilet facilities.

### Applicant

Tingdene Holiday Parks Ltd

### Recommendation

0074 & 0076 Approval subject to conditions.

0075 Refuse.

### Reason for referral to committee

Application BA/2023/0076/FUL is a major application.

### Application target date

18 May 2023

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## 1. Description of site and proposals

- 1.1. Waveney River Centre (WRC) is located in the southern broads and is located approximately 2.5km to the east of the village of Burgh St Peter on the western banks of the River Waveney and Carlton Marshes opposite. It is an established visitor facility consisting of land-based tourism accommodation, recreational and mooring facilities within a marina and an on-site public house and small shop.
- 1.2. The site is in an open and isolated part of the Waveney valley but is well screened to the west with existing hedgerows along Staithe Road, Church Lane and Burgh Road. The site slopes south east from Staithe Road and Church Lane towards the River Waveney and Carleton Marshes Reserve. There are three existing residential properties adjoining the site, these are Old Staithe Cottage which is located on Staithe Road to the south west of the caravan / lodge park, Staithe Farmhouse which is located on the north west side of Staithe Road opposite to the entrance into the River Centre and Goose Cottage which is located within a well screened curtilage to the north east of the River Centre.

- 1.3. Three planning application have been submitted and these relate to three separate areas, as follows:
1. The south-western edge of the site is the existing caravan lodge park which has permission for 46 units in total. It is linear in shape and situated at a lower level to Staithe Road. Between this part of the site and the river is an area of marshland. Application BA/2023/0074/FUL seeks permission to amend the design and siting of eight of these units previously approved in 2007.
  2. The central area of the site comprises the main buildings which include a storage building (previously used as a boat maintenance and repair workshop), a swimming pool building), areas used to accommodate six camping pods and seven yurts, with the remainder of the space used for camping, which is unrestricted. There is also a two-storey building adjacent to the river frontage which houses four holiday apartments and the marina used for mooring boats. Application BA/2023/0076/FUL seeks permission to reorganise this area by removing the storage building, existing shower block, camping pods, yurts and the camping use and replacing them with seven twin unit chalets (fourteen chalets) and associated parking spaces, the construction of a new access road adjacent to the north western boundary to create a one-way access arrangement, the extension and reconfiguration of existing car parking areas serving the River Centre and Marinas and the erection of new shower/toilet facilities.
  3. The third area is land outside of the existing site, comprising a field to the north of Burgh Road. It is currently a grassed area enclosed with hedges and a tree belt which slopes towards the north. There are boundary trees along the east and west boundaries which screen the site. Application BA/2023/0075/FUL seeks permission to create a camping area of fifteen pitches, access and an amenity area including a toilet and shower block.

## 2. Site history (relevant to these applications)

- 2.1. BA/2017/0401/FUL Removal of quay heading, set back by between 2m & 5m and install new quay heading and floating pontoon. Approved.
- 2.2. BA/2016/0356/COND Removal of condition 1: temporary consent and condition 6: passing bay signs, of permission BA/2016/0064/COND. Appeal Allowed.
- 2.3. BA/2016/0355/COND Removal of condition 4: passing bay signs of permission BA/2016/0088/COND. Approved.
- 2.4. BA/2016/0088/COND Change of fenestration, variation of condition 2, and removal of conditions 4 and 7 of permission BA/2015/0360/FUL. Approved.
- 2.5. BA/2016/0064/COND Removal of conditions 1: temporary consent, 3: residential mooring limit, 5: mooring management plan, 6: passing bay signs, 8: vessel size limit and 10: mooring details of permission BA/2015/0251/FUL. Approved.

- 2.6. BA/2015/0360/FUL Restaurant Extension. Approved.
- 2.7. BA/2015/0251/FUL Change of use of marina from leisure to mixed leisure & residential, residential moorings not to exceed a total of 10. Approved.
- 2.8. BA/2013/0310/FUL 6 Camping Pods. Approved.
- 2.9. BA/2010/0392/FUL Proposed demolition of existing outbuildings and replacement with new build 5 unit bed and breakfast accommodation. Approved.
- 2.10. BA/2006/6644/HISTAP Extension to existing caravan site with addition of 8 lodges and new sewerage treatment plant. Approved (S106).
- 2.11. BA/1997/7082/HISTAP Use of land for touring caravans and tents. CLUED Issued 17.02.1999

### 3. Consultations received

#### Parish Council

- 3.1. **0074:** The Parish Council have no objections to this application as it is repositioning lodges that already have planning consent.
- 3.2. **0075:** The Parish Council is strongly opposed to this application and consider it should be refused on the following grounds:
  - Aesthetics
  - Unnecessary extension to the site
  - Unsuitability of the field
  - Access
  - Not sustainable
- 3.3. **0076:** The Parish Council have no objections to this application and consider the removal of the boat repair facility an improvement and more congenial with a recreational site.

#### Environment Agency

- 3.4. No objection subject to the proposal provided you have taken account of the flood risk. Key points from the Flood Risk Assessment are:
  - The site falls across Flood Zones 1, 2 and 3. The majority of the proposed 'more vulnerable' development has been sequentially sited within Flood Zone 1 with the exception of two chalets in 'Area B' which lie partially within Flood Zone 3.
  - The site is at risk of flooding from the River Waveney which floods via both fluvial and tidal mechanisms.
  - The development benefits from the presence of defences. However, the defences have an effective crest level of 1.561m AOD which is below the 1% (1 in 100) annual probability fluvial flood level and the 0.5% (1 in 200) annual probability tidal flood

level, both including climate change. Therefore, the site is at actual risk of flooding during the design event.

- Finished ground floor levels have been proposed at 2.10m AOD. This is above both the
- 1% (1 in 100) annual probability fluvial flood level (1.802m AOD) including climate change. 0.5% (1 in 200) annual probability tidal flood level (2.016m AOD) including climate change. Therefore, the two chalets within Flood Zone 3 will remain dry during the design event.
- There is a safe means of access in the event of flooding from all new buildings to an area wholly outside the floodplain up to a 0.1% annual probability flood event including climate change. A Flood Evacuation Plan has been proposed.
- Finished ground floor levels have also been proposed above the 1% (1 in 100) flood levels including climate change for both fluvial and tidal flooding. Therefore, safe refuge will be available to occupants in an extreme flood.
- Compensatory storage is not required as the FRA states that all chalets built within Flood Zone 3 will be raised with voids underneath.

### Norfolk County Council (NCC) Highways

- 3.5. 0074: No objection.
- 3.6. 0075: No objection subject to conditions.
- 3.7. 0076: No objection subject to conditions.

### BA Tree Officer

- 3.8. **0075:** I visited the site yesterday with the revised layout and Arboricultural Impact Assessment (AIA) and can confirm that the proposed repositioned access does require the removal of a single tree T3 to allow development and the limited pruning back of the hedgerow along most of its length together with a short section to be removed and replacement planting is proposed to reduce the impact of the access.

Whilst the proposed access will change the overriding rural nature of the lane, the tree loss and pruning required is limited and could be replaced and enhanced with suitably robust **tree**, hedge and shrub planting as part of a comprehensive landscaping scheme. If approved, I would like to see a condition requiring full implementation of the submitted and approved Arboricultural Submission and Arboricultural Method Statement recommendations, together with a landscaping scheme aimed at restoring the tree over and length hedge to be removed.

- 3.9. **0076:** No **objection** subject to following recommendations in the AIA.

## BA Landscape

- 3.10. A Landscape and Visual Appraisal (LVA), and AIA have been submitted. The LVA has been carried out by a suitably qualified professional in accordance with best practice guidance.

### Context

The site is within BA Landscape Character Area: 7 Waveney Valley - Burgh St Peter to Haddiscoe Dismantled Railway: *Even in Broads's terms this is an exceptionally remote area...in the main the area has a strong sense of tranquillity, being defined by open, expansive marshland landscapes. As such, the perception is of a remote, largely undisturbed landscape.*

*The Waveney River Centre area, although a valuable tourism asset, somewhat disrupts the unity of the landscape due to the range of different uses. Future development will need to consider its integration with the natural environment so as not to compound existing adverse landscape impacts.*

The site is also close to BA Landscape Character Area: 4 Waveney - Aldeby to Burgh St Peter:

*Overall this landscape has a remote and tranquil feel.*

*The skylines formed by the valley sides on both the north and southern side of the valley are relatively undeveloped which contribute in a positive way to the character of the area.*

- 3.11. **0074: (Summary)** Existing trees should be fully protected as they provide a valuable screening function and without them the lodges would be exposed to views from sensitive receptors.

Although landscaping can be conditioned, further information on landscaping should be provided, particularly for proposed surfacing and drainage of the access road and parking spaces. The layout of the access road, turning area and parking is also unclear. This information should ideally sit within a Landscape Strategy or scheme for the overall site developments.

Consideration should be given to amending lodge design to reduce visual impacts and improve appearance.

There is insufficient information for hard and soft landscaping, suggesting the need for a comprehensive Landscape Strategy or scheme for the overall development proposals.

**No objection** subject to further information and clarification as above.

- 3.12. **0075: (Summary)** There is a lack of information about elements of the proposals in particular hard and soft landscaping.

Cumulative effects on tranquillity and landscape character have not been fully assessed.



The proposals lie outside the main WRC site and are located on the higher flat plateau land making integration more difficult. They would also expand the overall site.

The proposed uses will introduce activity onto an otherwise undeveloped site in a sensitive location, and although use may be seasonal, the development would be permanent and long term.

The WRC is identified by BA LCA as currently disrupting the unity of this landscape due to the range of different uses. The proposals would not integrate successfully with the natural setting and would therefore compound existing adverse landscape impacts. This is without taking into consideration the cumulative effects from other recent tourism developments in the local area. The level of mitigation proposed would not be adequate to address likely adverse effects on landscape character.

I am **unable to support** the application in its present form, and suggest that the proposals require significant amendment, based on further assessment of landscape, visual and cumulative impacts, together with a more detailed scheme of landscape mitigation and enhancement.

- 3.13. **0076 (Summary):** The variety of existing built forms on the central area of the site are relatively contained, although, due to ad-hoc historic development, there is a lack of identity and coherence. The introduction of an additional type of chalet and a toilet block would exacerbate this. This could be balanced by the removal of some existing features and the opening up of a central open space which offer benefits.

However, the proposals in this application are dependent on the relocation of existing camping and caravanning pitches to the nearby upland field site. This application should therefore be considered in association with the other 2 applications for the site, especially the linked proposals of BA/2023/0075/FUL.

The uncharacteristic appearance and potential visibility of chalets to sensitive receptors is of concern and should be addressed.

There is insufficient information for hard and soft landscaping, suggesting the need for a comprehensive Landscape Strategy or scheme for the overall development proposals. Further information for landscaping is required and should not be left to a condition.

No objection subject to further information, clarification, and amendments

### Internal Drainage Board (IDB)

- 3.14. Recommend that a drainage strategy is required with regards to surface water disposal.

### BA Ecologist

- 3.15. **0075 & 0076:** No objections. Providing that the mitigation and compensation measures outlined in the Ecological Impact Assessment are followed at all times during the development, the development is unlikely to have far-reaching ecological impacts. The mitigation and enhancement recommendations set out in section 6 of the Preliminary

Ecological Appraisal (PEA) must be implemented and followed throughout the development. Requirement for a Management Plan and biodiversity enhancements.

## 4. Representations

- 4.1. Broads Society. No objections to 0074. Strongly object to 0075. No objections in principle to 0076 but disappointed at the design.
- 4.2. **0074:** 1 letter from a neighbour regarding noise from the chalets, smells and lack of implementation of the previous landscaping scheme.
- 4.3. **0075:** 6 letters from neighbours raising concerns about increased traffic, road safety, ecological concerns, noise and light pollution, expansion beyond the existing parameters of the centre and adverse impact on the rural character.
- 4.4. **0076:** 2 letters from neighbours raising concerns about noise and light pollution, traffic and road safety, and litter.

## 5. Policies

- 5.1. The adopted development plan policies for the area are set out in the Local Plan for the Broads (adopted 2019).
- 5.2. The following policies were used in the determination of the application:
  - DM5- Development & Flood Risk
  - DM6- Surface Water Run off
  - DM13- Natural Environment
  - DM16- Development & Landscape
  - DM21- Amenity
  - DM22- Light Pollution & Dark Skies
  - DM23- Transport, Highways & access
  - DM29- Sustainable Tourism & Recreation development
  - DM30 – Holiday Accommodation- new provision & retention.
  - DM43- Design

## 6. Assessment

- 6.1. The key considerations in dealing with these applications are, for each of them, the principle of development, impact upon landscape and trees and Highway safety. Other issues will also be considered, including neighbour amenity, flood risk and biodiversity.

- 6.2. This report provides an assessment of all three applications. It will state where the assessment relates to all three applications and, where there are particular issues in respect of one application only, this will be identified, and these will be explained.

### Principle of development

- 6.3. In terms of the principle of development, national planning policies and the Local Plan for the Broads (2019) are supportive of encouraging a prosperous rural economy. In particular, Paragraph 84 of the NPPF highlights the importance of sustainable rural tourism in the rural economy. Paragraph 85 of the NPPF, however, places great emphasis on the suitability of the location where the development is proposed, specifically with regards to connections to existing settlements, impact on local roads and sensitivity to surroundings and Paragraph 176 places great weight on conserving and enhancing the landscape, wildlife, and cultural heritage in the Broads.
- 6.4. The principal policy to use in the assessment of these applications is Policy DM29. The objective of this policy is to direct tourism and recreational development to appropriate and sustainable locations with the necessary infrastructure and facilities. The policy applies to proposals for new tourism development and schemes at existing sites. Criterion (a) seeks to direct such development to sites within development boundaries or locations associated with existing visitor or tourism activities. The Waveney River Centre has been a tourism site offering a variety of accommodation types since the 1950s. The proposals are therefore considered to comply with this element of the policy.
- 6.5. There is a supplementary part to criterion (a) which requires that the development must be satisfactorily accessed by sustainable means, which could include public transport, walking, cycling, horse riding or by water. As noted at 1.2 above, the site is in a remote and isolated location, with limited options for access other than by private car. The proposals, however, seek to alter and reconfigure the types of accommodation on site and do not seek to add additional accommodation. In this respect, the proposals are considered to comply with this element of the policy. It should also be noted that highway improvements have been implemented in the way of passing places and signage, in connection with previous development here.
- 6.6. The second part of DM29, criterion (b), sets out the principles of sustainable tourism and recreation. The requirements in (b) for sufficient capacity of the highway network (vi), sufficient on-site parking (vii) and that there should be no adverse impact on navigation (x) are met by all three applications and this is noted.
- 6.7. Criterion (b) also requires that there should be no adverse impact on landscape character or protected species (viii), that the design should be of a high quality suitable for the setting (ix) and the scale of the new development should be compatible with the location (xi). It is considered that applications 0074 and 0076, which are located wholly within the existing boundaries of the site, meet the remaining criteria of Policy DM29, so are acceptable. However, there are concerns that these elements are not met by the development proposed under application 0075, particularly in respect of landscape

character and scale. These issues are discussed further below but overall, it is considered that these criteria in Policy DM29 are not wholly met in respect of this application.

- 6.8. The final part of DM29 requires that regard be given to the cumulative impacts of tourism and recreation proposals on landscape character, nature conservation value and local transport movement. This is supported by the Reasoned Justification which sets out the importance the quality of the natural environment has on the tourism economy and notes that intensive tourism and leisure uses can detract from the special qualities of the Broads upon which tourism relies. It is worth noting that a use does not have to involve a large area or high visitor numbers for it to be intensive, as intensity is relative, so a modest level of activity in a small geographical or constrained area can result in a use that is experienced as intensive.
- 6.9. Camping, glamping and other 'light touch' accommodation types have become popular in recent years, particularly so in 2020 and 2021 with alternative holiday options significantly restricted. They are often presented as minimal or 'low impact' forms of development, however whilst the tents or yurts themselves may have a sense of impermanence around them, these sites usually require some form of permanent infrastructure to support the use (for example toilet and shower facilities, mains connections and parking areas), and these tend to have a more significant impact on the character and appearance of an area. Furthermore, they remain when the tents and other lightweight structures are removed at the end of the season, so introduce a form of permanent development which contrasts with the 'light touch' accommodation they support. It is also worth noting that when the principle of a tourism use has been established, albeit by 'light touch' accommodation, the LPA may find it difficult to resist replacement accommodation in the form of lodges or other such structures in the future, either when the popularity of glamping has passed or the operator wishes to upgrade the site's offer. Whilst applications must be judged on their own merits, the likelihood of further development can be considered, particularly where permanent infrastructure is being provided.
- 6.10. Application 0074 relates to 8 lodges that already benefit from planning permission. Application 0075 relates to 15 touring pitches suitable for caravans and tents as well as access road and track and Shower/WC block in an area currently just an open field. Application 0076 seeks to remove some existing elements of accommodation permitted in the area and to replace with twin units. As the existing camping use is unrestricted (as permission was granted by a CLUED and not a planning permission), it is noted that there is no overall increase in units of accommodation at the site, but the placement of the camping provision into a new area, will extend the current boundaries of the WRC into the wider landscape.

### **Impact upon the landscape and trees**

- 6.11. Policy DM16 (Development and landscape) requires planning applications to clearly demonstrate that the development proposals are informed by the Broads Landscape

Character Assessment (2017) (LCA); there is also a strong preference for applications to be accompanied by a Landscape Visual Impact Assessment (LVIA) taking the LCA into account. These applications include a Landscape and Visual Appraisal (LVA), which has been undertaken with regard to best practice guidance.

- 6.12. The application sites are located in in the Local Character Area 7 (Waveney Valley - Burgh St Peter to Haddiscoe Dismantled Railway) which is described in the LCA as follows:

- 6.13. *"... Even in Broads's terms this is an exceptionally remote area... in the main the area has a strong sense of tranquillity, being defined by open, expansive marshland landscapes. As such, the perception is of a remote, largely undisturbed landscape.*

*The Waveney River Centre area although a valuable tourism asset somewhat disrupts the unity of the landscape due to the range of different uses. Future development will need to consider its integration with the natural environment so as not to compound existing adverse landscape impacts."*

- 6.14. The site is also close to Landscape Character Area 4 (Waveney - Aldeby to Burgh St Peter) which is described in the LCA as follows:

- 6.15. *"... Overall this landscape has a remote and tranquil feel. The skylines formed by the valley sides on both the north and southern side of the valley are relatively undeveloped which contribute in a positive way to the character of the area."*

- 6.16. Looking first at the two applications located within the existing site, application 0074 seeks to relocate eight lodges which were previously approved at the western edge of the site, where there is permission for 46 lodges in total set in a linear arrangement facing the marshes. The reason for the proposal is that the design of the lodges is different to that previously approved and the layout will be improved. The proposed lodges 1 - 6 would be sited on an existing area of unused grassland in the furthest part of the site to the south-west, similar to the extant approval. The remaining two lodges (no.s 7 and 8) would be located on an existing area of landscaping within the site instead of at the western end. This would result in a small loss of amenity landscaping but will provide a more spacious layout overall.

- 6.17. The LVA viewpoint of most relevance is no. 5, which is north-westwards from the flood bank on private land approximately 195 metres east of proposed lodges 7 and 8. This shows that the existing lodges have a low visual impact due to their subdued colours and low elevation.

- 6.18. In addition, a planting plan has been provided which shows proposals for screen planting at the western end of the site, adjacent to the neighbouring property. This includes a variety of native tree and shrub species which would provide biodiversity benefits and screening for the adjacent property.

- 6.19. Overall, it is considered that the relocation of the lodges as proposed would not have an adverse impact on the landscape and there would be benefits arising from the

screen planting. This application is therefore in accordance with Policy DM16 of the Local Plan for the Broads.

- 6.20. Application 0076 is also within the existing site and this seeks permission to remove some elements of accommodation, including the camping pods, yurts and the touring/camping area, and to replace these with 7 x twin unit chalets. The supporting documents explain that the applicant seeks to reduce the amount of 'clutter' within the central area and allow for an area of open space. It is also proposed to reconfigure the access, extend the car park and construct new shower and WC facilities. There is currently an authorised use for camping in this central area and this would be lost if permission is granted.
- 6.21. The Preliminary Ecological Appraisal (PEA) identifies that the proposals would result in the loss of approximately 0.13 hectares of modified grassland to achieve the proposed access road and chalets. In addition, small hedgerow sections which currently divide the pitches would be lost, as well as two semi-mature Bird Cherry trees near the existing site entrance. These losses are considered to be minor and capable of being mitigated.
- 6.22. The AIA acknowledges the risk of harm to existing trees and outlines methods for addressing this. Some proposals are shown close to existing trees and hedgerow. The AIA shows that the northern parking area is located within the Root Protection Areas (RPA) of trees and indicates no-dig construction within these and other RPAs. A condition requiring compliance with the AIA can be added to a permission.
- 6.23. The 7 new twin unit chalets (14 units) would be permanent features in contrast to the existing camping and motorhome pitches which tend to be temporary and seasonal and so the potential visual effects of the chalets could be greater. However, the designs of the chalets are low profile (height of 3.7m) and simple in form with grey cladding and black roof tiles and will be seen from the water with the backdrop of the hedgerow and the foreground of the marina, an area of open space and the marina car park.
- 6.24. The proposed toilet/shower block would be located in the east corner of the site against a backdrop of trees. It will be constructed of timber clad walls stained black with grey corrugated metal sheet roof would provide an acceptable appearance.
- 6.25. A full landscaping scheme for the area of open space in the central area and the exact materials of the hard landscaping should be conditioned and this should include the PEA recommendation of at least 70m of new hedgerow to compensate for the loss of hedgerow dividers between pitches, and at least three new native trees.
- 6.26. Overall it is considered that the proposal will improve the visual appearance of the site, particularly when viewed from the river and the proposal on balance is considered to be in accordance with Policy DM16 of the Local Plan for the Broads.
- 6.27. The third application (0075) proposes the relocation of the camping facility of the site (a total of 15 pitches) to land to the north-west, beyond the existing site boundary. The application arises from discussions with Broads Authority officers, who were concerned

that the proposal to reconfigure and declutter the central area of the site (application 0076) would result in the loss of the camping facilities and the opportunity for a low cost holiday in this part of the Broads.

- 6.28. The proposed site is currently a grass field, areas of which would be replaced with hard surfacing (exact materials are unclear), together with the footprint of the toilet/shower building and pedestrian path.
- 6.29. A new road entrance onto the land would be required, and the proposed vehicular access would involve construction of a light industrial access specification involving hard surfacing and kerbing to accommodate 2-way movement controlled with carriageway markings and highway signage. This would be uncharacteristic in appearance and scale in the context of this small country lane. The submitted plan shows hard surfacing and kerbing extending into the site for a considerable distance. However, the extent and appearance of such surfacing and kerbing is not clear. The proposed compensatory planting could take considerable time to grow and may not fully mitigate the presence of a new vehicle access.
- 6.30. Furthermore, in order to meet Highway requirements for visibility, a 30m section of Priority Hedgerow (as identified in the Ecological Assessment) to the west of the access, would require cutting back. Although it would be retained, the works would diminish its size, viability and ecological value. Replacement planting is proposed.
- 6.31. The scale and appearance of caravans, motorhomes and some tents can be significant as colours tend to be light and materials reflective. Pitches would be separated from each other by hedgerow planting to provide privacy to the individual pitches but these are unlikely to be substantial enough to provide adequate screening from the wider landscape. There would also be insufficient space between the southern side of pitches and the visibility splays along Burgh Road to provide adequate screening for users of the road.
- 6.32. The existing tree belt to the north does appear to allow filtered views suggesting potential visibility from the valley to the north. Sensitive receptors using Angles Way, and other Public Rights of Way on the northern side of the valley may be too distant to obtain views of the site. However, this has not been assessed in the LVA. Public access to Carlton marshes reserve includes Petos marsh across the river from the site. It may be possible for users of the paths along the riverbank to gain views of St. Mary's church from the north east but this has not been assessed. However, if caravans were to be visible as a backdrop, this could be considered as affecting the setting of the Listed church.
- 6.33. The LVA identifies impacts of proposals and mentions planting as mitigation. 8.16 considers the impact without mitigation to be moderate adverse. However, such conclusions do not seem to have informed a scheme of Landscape mitigation. Although landscaping can be conditioned there is a lack of information, suggesting that this has not been adequately considered.

- 6.34. As noted in the LCA, the area has a strong sense of tranquillity, with a perception of a remote, largely undisturbed landscape. The proposed change of use from an undeveloped agricultural field to a caravan/camping site would represent an intensification of use with activities likely to undermine tranquillity in addition to adverse landscape and visual effects. The LVA does not consider cumulative effects in relation to the Waveney River Centre site and other recent camping/glamping developments in the local area. Although there is a lack of assessment of cumulative effects and incremental impacts on tranquillity, it seems likely that cumulative adverse effects would arise. Overall, the proposals would involve a loss of a characteristic landscape features and the creation of development in an otherwise undeveloped and rural landscape, contrary to Policy DM16 of the Local Plan for the Broads.

### Highways

- 6.35. The proposals seek to change the types of accommodation on offer at the WRC and do not propose to increase the number of units. A Transport Statement was included with the application and after some initial concerns regarding highways were highlighted, the applicant subsequently revised the visibility splays. The Highways Authority has confirmed that they therefore have no objections to the proposals subject to conditions and there is not considered to be any conflict with Policy DM23 of the Local Plan for the Broads in this regard.

### Ecology

- 6.36. A Preliminary Ecological Appraisal Report was submitted by the applicant and the BA Ecologists have confirmed that no further surveys are required and that there is no objection subject to conditions and biodiversity enhancements. There is therefore no conflict with Policy DM13 of the Local Plan for the Broads in this regard.

### Flood Risk

- 6.37. A Flood Risk Assessment was included in the application and the Environment Agency have confirmed that they have no objection to the proposal.
- 6.38. The site falls across Flood Zones 1, 2 and 3. The majority of the proposed 'more vulnerable' development has been sequentially sited within Flood Zone 1 with the exception of two chalets in 'Area B' which lie partially within Flood Zone 3.
- 6.39. Finished ground floor levels have been proposed at 2.10m AOD. This is above both the 1% (1 in 100) annual probability fluvial flood level (1.802m AOD) including climate change and 0.5% (1 in 200) annual probability tidal flood level (2.016m AOD) including climate change. Therefore, the two chalets within Flood Zone 3 will remain dry during the design event.
- 6.40. In addition, there is a safe means of access in the event of flooding from all new buildings to an area wholly outside the floodplain up to a 0.1% annual probability flood event including climate change. A Flood Evacuation Plan has also been proposed and can be conditioned. The proposals are therefore considered to comply with Policy DM5 of the Local Plan for the Broads.



## Other issues

- 6.41. The proposals are not considered to adversely impact on the amenity of existing neighbouring properties given the distance these properties are from the site and the existing operation of the river centre. The proposal therefore accords with Policy DM21 of the Local Plan for the Broads.

## 7. Conclusion

- 7.1. The principle of the proposals is generally acceptable as the site is an existing tourism facility within the Broads and the criterion of Policy DM29 are considered to be met by applications 0074 and 0076. These applications are also considered to be acceptable in terms of ecology, landscape and trees, flood risk, highways and the amenity of neighbouring properties.
- 7.2. Application 0075 relocates the existing camping area outside of the current boundary of the river centre towards the north-west. This will result in new development encroaching into the open countryside where it is considered it will result in an adverse visual impact on the character and appearance of the rural location. This application is therefore considered to be contrary to Policy DM16 and Policy DM29 of the Local Plan for the Broads.

## 8. Recommendations

- 8.1. 0074: Approve subject to the following conditions:
- Time Limit
  - In accordance with submitted plans
  - Occupation restriction to holiday accommodation
  - No additional lighting without permission
- 8.2. 0075: Refuse for the following reasons:
- The application fails to comply with all the required criteria set out in Policy DM29 (Sustainable Tourism and Recreation Development), in particular, with regards to not adversely impacting on the landscape character of the area (viii). Furthermore, the cumulative impact of additional tourism and recreation accommodation in the locality is considered to result in an adverse impact on the landscape character.
  - The application fails to demonstrate that the proposal will not result in an adverse visual impact on the landscape quality of the area contrary to Policy DM16 of the Local Plan for the Broads. Furthermore, additional recreational pressures, noise and disturbance would inevitably arise due to the increase in visitors outside of the existing boundary of the River Centre and the activities they are likely to undertake at the site, contrary Paragraph 185 of the NPPF.
- 8.3. 0076: Approve subject to the following conditions:

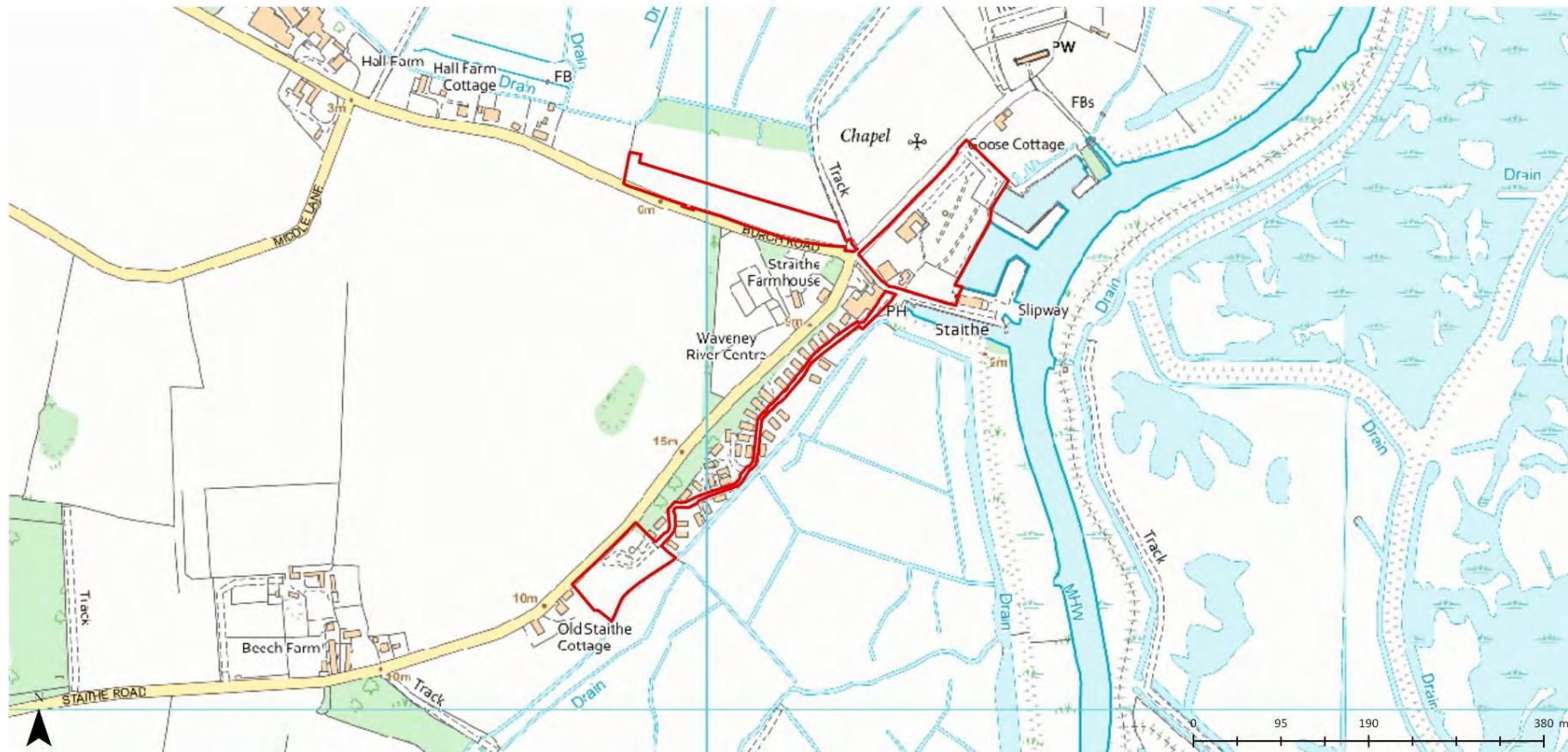
- Time Limit
- In accordance with specified plans
- Highways conditions
- Biodiversity enhancements
- In accordance with AIA
- Occupation restriction to holiday accommodation.
- Landscaping scheme
- No camping in the open amenity area as shown on the plans.
- In accordance with FRA and Flood Evacuation Plan
- Notwithstanding the approved plans, no additional lighting without permission.

Author: Cheryl Peel

Date of report: 02 August 2023

Appendix 1 – Location map

## Appendix 1 – Location map



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# Planning Committee

18 August 2023

Agenda item number 9.2

## BA/2023/0015/FUL- Brundall Marina- Extension to create dry berths

Report by Planning Officer

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### Summary

Additional information provided to address consultation responses

### Recommendation

Approval with conditions

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## 1. Background

- 1.1. In January 2023 a planning application was submitted for an extension to the existing boatyard at Brundall Marina to provide dry berths for boats and create areas for hardstanding and car parking. A report was published for the Planning Committee meeting of 31 March 2023 (attached at Appendix 2) with a recommendation that planning permission be granted.
- 1.2. Consideration of the report was subsequently deferred following receipt of a second consultation response from Natural England, a statutory consultee, which included a request for additional information on the impact of the proposed works on the Ramsar site/SAC/SPA to be provided. After some delay, the additional information was provided. The BA Ecologist updated the Habitat Regulations Assessment screening document, and final comments have been received from Natural England.

- 1.3. Since the publication of the original committee report, the applicant has also sought to provide additional landscape information and a revised site plan shows an enlargement of the landscape area at the northern side of the site. This is the only change to the submitted plans since the original submission.
- 1.4. The updated consultation responses from Natural England, BA Ecologist and the BA Landscape Architect are presented below, followed by an assessment.

## 2. Updated consultation responses

### **Natural England**

- 2.1. Natural England reviewed the submitted flood risk assessment and drainage strategy, and construction and environmental management plan, along with the updated Habitat Regulations Assessment screening provide by the BA Ecologist. In response to those documents, they confirmed that based on the plans submitted, Natural England considers that the proposed development will not have significant adverse impacts on:

- Broadland Ramsar
- Broadland Special Protection Area (SPA)
- The Broads Special Area of Conservation (SAC)
- Yare Broads & Marshes Site of Special Scientific Interest (SSSI)

and has no objection to the proposed development. They have advised that it is up to the Broads Authority to decide whether the measures included within the proposed plans is mitigation under the Habitats Regulations.

### **BA Ecologist**

- 2.2. The BA Ecologist reviewed the flood risk assessment and drainage strategy, and construction and environmental management plan. Using these documents, the Habitat Regulations Assessment screening carried out in March was updated, with the conclusion (as previously) that no significant effects are likely on the designated sites (Broadland Ramsar, The Broads SPA and SAC, and the SSSI impact zone of the Yare Broads and Marshes SSSI) as a result of the proposed works and operation at the site. In updating their response, the BA Ecologist proposed conditions on the basis of the information received and confirmed that if all mitigation and enhancement guidance is followed there are no ecological concerns.

### **BA Landscape Architect**

- 2.3. The BA Landscape Architect has confirmed that the revised site plan now includes sufficient space for planting adjacent to the northern boundary of the site. They have recommended that the scheme include the planting of some trees along the northern area of the site. Planting of larger container specimens has been suggested for a more immediate impact, and trees at a minimum spacing of 10 metres.

- 2.4. In general, proposed planting and grassland measures would require a management plan which can be based on the recommendations of the Ecology report section 7.1.

### 3. Assessment

- 3.1. In response to the comments from Natural England, the applicant was asked to provide additional information to support the application, this was provided in the form of a flood risk assessment and drainage strategy, and a construction and environmental management plan. It is noted that the BA Ecologist had carried out Habitat Regulations Assessment (HRA) screening on the original submission and found that no significant effects are likely on the designated sites. Having assessed the additional information, they have reached the same conclusion. The additional information along with the updated HRA screening were provided to Natural England who in turn provided their third consultation response confirming that, in response to the information provided they have no objection to the proposed works. The BA Ecologist has recommended planning conditions to ensure that the works are carried out and managed as proposed, which are included as part of the recommendation for this application. Subject to these conditions it is considered that the proposed development is acceptable subject to Policy DM13 and criterion ii), of Policy DM25 of the Local Plan for the Broads.
- 3.2. In response to the comments from BA Landscape Architect, the applicants have adjusted the site layout in providing a wider planting corridor along the full northern boundary of the application site and have submitted two landscape plans and planting proposals in order to provide additional details. These plans show planting corridors to the northern, western, and southern boundaries of the site, along with an additional area to the west of West Lane, approximately 170m to the north-west of the subject site. These plans have been assessed by the BA Landscape Architect and in general terms show an acceptable scheme, subject to the inclusion of larger specimens at the point of planting, and the need to provide a suitable management plan for the various areas of planting.
- 3.3. Discussions regarding appropriate tree planting were subsequently influenced by the provision of correspondence between the applicant and Network Rail, who had required the removal of trees adjacent to the railway line within the start/stop zone to Brundall Gardens Station. Trees with a lower mature height have been suggested, at spacings of 15 metres between trees, and that specimens which are more modest at the point of planting are provided in order to keep costs at a reasonable level taking into account the amount of planting which would need to be undertaken.
- 3.4. It is accepted that a screen of trees would help to hide the site to some extent, but it is not considered that this is necessary or justified, such that without this planning permission should be refused. Whilst the site would benefit from the provision of trees and shrubs to soften its appearance in the landscape when viewed from areas to the north of the site, taking into account the nature of the proposal, the expansion of what is a well established boatyard business, and mindful of the not insignificant planting

within areas to the north of the railway line, it is considered that the level and type of planting proposed would be sufficient to provide what is required in this case to ensure that there would not be unacceptable impacts on the surrounding landscape.

- 3.5. It is accepted that the BA Landscape Architect has stated a clear preference for a more robust planting scheme and has given an indication of the level of planting that would achieve this. However, in finalising their landscape proposal, the applicants have sought a compromise position that would in general meet the concerns raised the BA Landscape Architect, but also represent a scheme which is commensurate with the application proposal. Although the size of the plants proposed would mean that the landscape benefits are not as immediate, this in itself is not considered to be a reasonable justification for a refusal of the scheme. There is existing planting at the northern end of the site, and the aforementioned planting on the areas to the north of the railway line, so the scheme even at its initial stage would have some foreground and softening. As the proposed planting matures this will help ensure that the site is further screened and this is considered to be a reasonable and acceptable approach. It is further noted that improvements to landscaping are proposed outside of the subject site and within the wider ownership area, specifically to the north-west of the site. This will contribute to landscape improvements overall which are considered to be a benefit and assist in supporting the overall scheme.

Landscaping would be carried out in accordance with the submitted scheme, it will be necessary to condition the timing of planting, replacement planting where necessary, and a landscape management plan, subject to which the proposed development is acceptable subject to Policy DM16 and criteria ii) and vii) of Policy DM25 of the Local Plan for the Broads.

## 4. Recommendation

- 4.1. To approve with the following conditions:
- i. Standard time limit
  - ii. In accordance with approved plans
  - iii. Details of proposed surfacing
  - iv. Details of landscape management plan
  - v. Details of tree protection
  - vi. Details of any proposed signage - position, size, and design
  - vii. Timing of landscape planting and replacement where necessitated
  - viii. No trees on site to be topped, lopped, uprooted, felled or in any other way destroyed

- ix. All mitigation measures should be followed from the Flood Risk Assessment and Construction and Environmental Management Plan
- x. Mitigation measures in 5.3.2. of the Ecological Report should be followed for mammals, birds and reptiles
- xi. The management of the planting proposed should follow all guidance set out in sections 7.1.1, 7.1.2 and 7.2 of the Flood Risk Assessment
- xii. The SuDS maintenance and operations plan as required under Section 7 of the Flood Risk Assessment
- xiii. Provision of 5 x bat boxes and 5 x bird boxes
- xiv. No external lighting
- xv. Storage of boats only, no operational works of repair or maintenance
- xvi. Stored boats must be stored with masts dropped

## 5. Reason for recommendation

- 5.1. The proposal is considered to be in accordance with Policies DM5, DM6, DM13, DM16, DM21, DM23, and DM25 of the Local Plan for the Broads, along with the National Planning Policy Framework which is a material consideration in the determination of this application.

Author: Nigel Catherall

Date of report: 04 August 2023

Background papers: BA/2023/0015/FUL

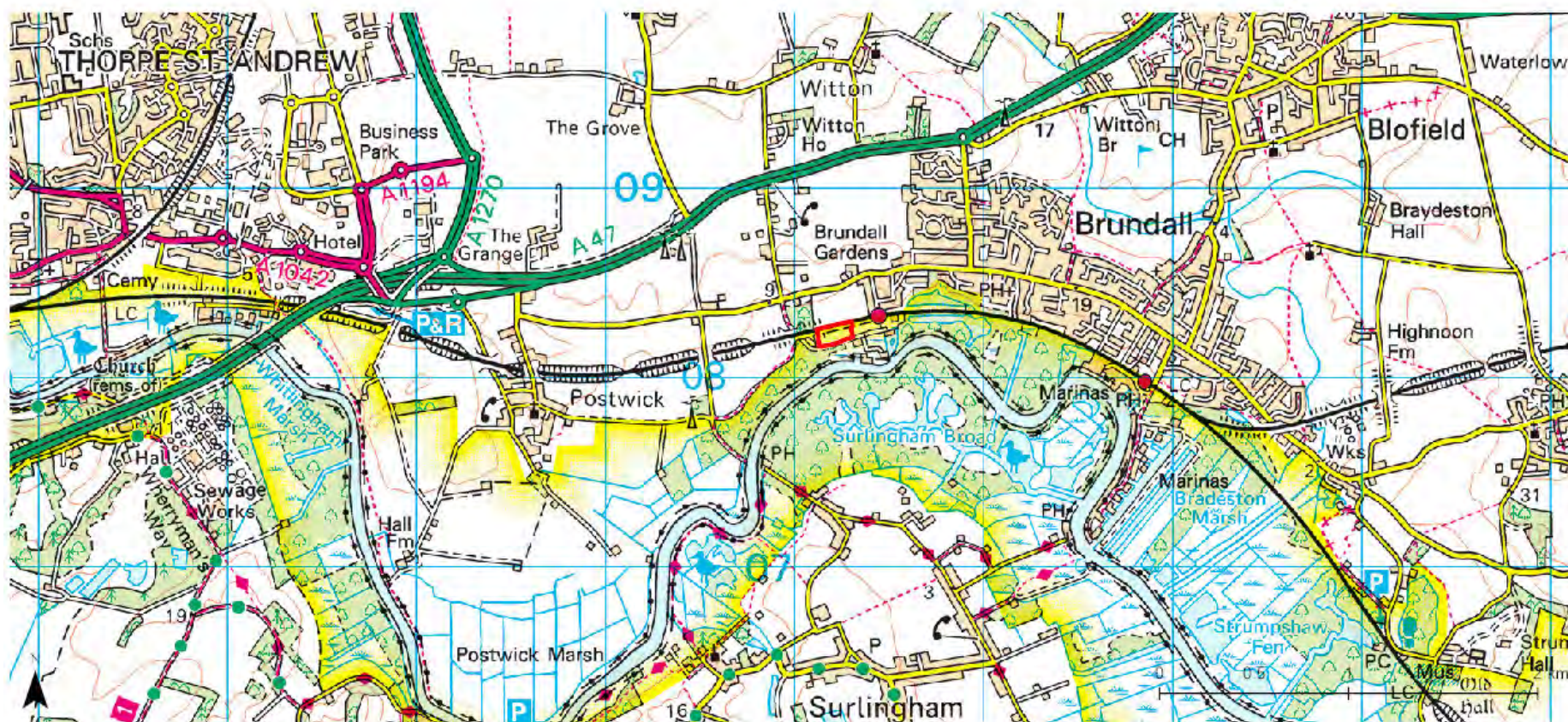
Appendix 1 – Location Plan

Appendix 2 – Planning Committee report dated 31 March 2023



## Appendix 1 – Location map

BA/2023/0015/FUL - Land At Brundall Gardens Marina, West Lane, Brundall



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# Planning Committee

31 March 2023

Agenda item number 7.1

## BA/2023/0015/FUL Brundall- Boat storage and hardstanding at Brundall Gardens Marina

Report by Planning Officer

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### Proposal

Extension to existing boatyard to provide dry berths for boats and provision of hardstanding and car parking

### Applicant

Mr Samuel Dacre

### Recommendation

Approval with conditions

### Reason for referral to committee

Major application

### Application target date

18 April 2023

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## 1. Description of site and proposals

- 1.1. The subject site comprises a broadly rectangular area of grassland located between West Lane and the Norwich to Brundall railway line, and to the north-west of the Brundall Gardens Marina site which lies to the south of West Lane. It is a large site and covers 1.69 hectares.
- 1.2. The site is level aside from a few mounds and has a fairly uniform covering of grassland vegetation. It is noted that the site falls gently from north to south with a >2m change of level sloping down towards the river. The site is bordered by an area of woodland to the west, a tree lined road to the south, a mix of trees and open space with trees as the backdrop to the east, and the railway line to the north. It is noted that a heap of hardcore is at the site presently, located just north of the site entrance.
- 1.3. Between the proposed boat storage area and the railway line is a permissive (concessionary) footpath, which is separated from the proposed boat storage area by a hedge. To the north of the railway line is the Brundall Parish Allotments, to the immediate east of this is Brundall Countryside Park, and beyond the park is residential development at the westernmost part of Brundall.
- 1.4. To the south of West Road is an area of woodland, and beyond that the River Yare. The land on the opposite side of the river is designated comprising the Yare Broads and Marshes SSSI, Broadland SPA, the Broads SAC, Broadland RAMSAR, and Mid-Yare National Nature Reserve.

- 1.5. The Brundall Gardens Marina site is located between the river and West Lane, to the south-east of the subject site. The marina provides a variety of boat services, moorings, and holiday accommodation.
- 1.6. This application follows a previous application for the same proposal under planning reference BA/2022/0051/FUL. Issues were raised by Natural England and the BA Landscape Architect and requests for further information were made. The application was withdrawn to allow for the issues to be addressed.
- 1.7. The proposal is for the provision of 68 dry mooring berths on an existing area of grassland. A broadly rectangular area measuring 166m x 71m (approximately 1.2ha) would be finished with compacted hardcore to provide the boat storage area, to the outside of this would be a 2.3 metre tall green mesh fence, and to the outside of the fence would be areas of new planting along the entire northern, western, and southern boundaries, along with planting to parts of the eastern boundary. Access would be from West Lane via an existing access to the site. Parking for up to 10 vehicles would be provided to the north-east corner of the subject site.
- 1.8. It is noted that the application as originally submitted included details of proposed lighting, including floodlights. In response to the landscape consultation comments, the lighting has been removed from the application and is no longer a consideration in the assessment of the current proposal.

## 2. Site history

- 2.1. In 1992 planning permission was granted for the change of use of storage building to offices and land and boat house for retailing boats (BA/1992/4757/HISTAP).
- 2.2. In 2006 planning permission was granted for works to provide 15 moorings including quay heading (BA/2006/3712/HISTAP).
- 2.3. In 2012 planning permission was granted for the renewal of existing quay heading to east of existing basin. Extension of basin to north west with new quay heading. Renew central jetty and extension to south western side of existing basin with new quay heading and jetty. Retention of vehicle entrance barrier (BA/2012/0121/FUL).
- 2.4. In 2014 planning permission was granted for a temporary soil storage area, formation of bund to footpath and wet woodland and formation of North car park access track. (BA/2014/0166/FUL).
- 2.5. In 2014 planning permission was granted for the use of land for overflow car park, erection of gardeners' store, realign quay heading, repair replace quay heading (BA/2014/0300/FUL).
- 2.6. In 2015 planning permission was granted for the use of workshop / boat store for the storage, display and demonstration of marine equipment and small boats, incidental sales, and formation of new pedestrian entrance (BA/2015/0103/CU).



- 2.7. In 2022 a planning application was withdrawn for the extension to existing boatyard to provide dry berths for boats and provision of hardstanding and car parking (BA/2022/0051/FUL).

### 3. Consultations received

#### Parish Council

- 3.1. Brundall Parish Council (BPC) objects to the revised planning application (BA/2023/0015/FUL) in the following areas because of its:
- a) impact on environmental, ecological and biodiversity development of the site
  - b) provision of poor road access
  - c) visual impact on countryside park and nearby areas
  - d) provision of a high hedge and its narrow footpath path along the site

- 3.2. 1. The following is a summary of the main reasons for this objection

Whilst Brundall Parish Council (BPC) notes that the 'Construction Environmental Management Plan' has been included in the latest 2023 application there needs to be more detailed planning and consideration of improvements in the following areas:

- 3.3. a) impact on environmental, ecological and biodiversity development of the site

#### (i) Environmental

Environmental improvements and continuous support need to be more in detail. This includes more information on noise reduction for construction phase machinery, disturbance reduction on land and adjacent areas, reduction of impact on wildlife and the environment. Reduction in pollution from expected increase in boat and machinery activity. Further sustainable plans need to be put in place to ensure continuous enhancement of this environment.

#### (ii) Ecological

Ecological improvements and continuous support improvements need to be in detail (more in-depth) for surrounding area. This greenfield site is surrounded on three sides by natural and semi natural woodland and while the ecological assessment did not identify any notable species it is an integral component of the ecological network along the River Yare corridor. The site is used for feeding by birds such as kestrel, hobby and barn owl.

#### (iii) Biodiversity

Brundall Parish Council notes basic 'development' of this site took place before the application has been agreed with the Broads Authority. Thus already, there has been a substantial loss to biodiversity in this area of the land. Appendix 1 (below) is an aerial

picture of the applicant's land before the dumping of rock/rubble and other items on the land. The site is already despoiled and there is already a loss of biodiversity.

Thus, Brundall Parish Council would like the application plans to provide more in-depth detail on how to improve biodiversity of the land. Further, BPC would welcome plans for continuous support and development of biodiversity. This needs to include how further to encourage a setting for a variety of animals, plants, fungi, and even microorganisms like bacteria that make up our natural world.

We suggest, a small area of this field can be put aside for bio-diversity and/or for small-scale specialised crops.

3.4. b) Provision of poor road access

Safe access is a key issue in areas which use small country lanes. Thus, development will need to show more detail as to how the site will have easier, safe, access for large vehicles like fire engines.

3.5. c) Visual impact on countryside park and nearby areas

The development will be extremely visually obtrusive to parishioners using the countryside park and damage the qualities of the site that the PC has invested so much money creating. Some of the stored boats, based on what we have seen at other boatyards in Brundall, will sit 6 metres or more high so will be visible from the Countryside Park at least until the proposed shrub planting matures (more than 10 years) and some possibly even after that. The 12 floodlights on 12m poles will be visible indefinitely, rising higher than the tree canopy so visible against skyline, and when in use will create light pollution through reflected light.

3.6. d) Provision of a high hedge and its narrow footpath path along the site.

The visual impact will be worse along the footpath (currently permissive) from the Station along the south side of the railway, especially in winter when the shrubs are leafless and the entire area will be clearly visible. This footpath is increasingly important in providing access out of the W side of the village and towards Postwick Ferry without walking on the increasingly traffic ridden Postwick Lane.

Further, this high, enclosed, restrictive hedge along the permissive path excludes walkers' views and impacts on their personal security and safety. Furthermore, the foot path's width is restrictive and hinders people walking (and passing each other) as well as making mobility for people with disability very difficult.

3.7. 2. Conclusion

Appendix 1 below, shows in 2014 original views of walkers without the restrictive hedge and how the site was in a relatively natural state. Appendix 2 shows the state of the site now, via a picture of aggregate placed on the present site. Add this to the present proposed changes and the development will significantly damage the rural

character of this edge of the village that is so important to the enjoyment of the countryside park.

The BPC welcomes the Natural England email (8.2.23) to Mr Catherall of the Broads Authority. This email indicates the applicant may not have sufficient information to show they (will) have achieved the necessary Habitats Regulations Assessment in the following areas: Water Quality/Nutrient Neutrality, Surface Water Drainage Strategy, Pollution Control and Prevention Plan, Consideration of potential impacts on mobile species outside the SAC & SPA, A Construction Environmental Management Plan (CEMP) - to cover for example, reduction of noise and vibration; Protected Species; Development on Peat; and Local Sites and Priority Habitats and Species.

BPC notes 'The statutory purposes of the National Park are to conserve and enhance the natural beauty, wildlife and cultural heritage of the park; and to promote opportunities for the understanding and enjoyment of the special qualities of the park by the public.' Source of quote: Natural England, email to the Broads Authority 8.2.2023.

BPC notes the strong objections from the local community and groups. For example: The Broads Society.

Finally, BPC looks forward to more detail from the applicant as to how the site can be improved visually, environmentally, and ecologically, and improved to increase biodiversity. BPC would like improvements in plans for easier road access, and for a safer, secure, permissive footpath with appropriate views for walkers.

Appendix 1 - aerial view showing Brundall Garden Marina land before the changes made by the owner.

Appendix 2 - Latest site picture

### **District Member**

- 3.8. Thank you for drawing my attention to this revised planning application (BA/2023/0015/FUL) for development of a dry mooring boatyard with associate storage provision and car parking on the delineated site.

It is good to see the inclusion of a more detailed Environmental Impact Assessment and Biodiversity Net Gain Assessment. It is also positive to see mitigation measures suggested to reduce the impact of the development on wildlife in the area. I did observe that the figures for bird populations were taken from periods of time some years back. I hope this does not indicate a substantial loss of biodiversity in this area since those records were compiled. I note that this application triggers the Natural England SSSI Impact risk zone for consultation which is in progress.

I see that the development will achieve a biodiversity net gain of at least 10% through new habitat creation, in compliance with the Environment Act 2021 and a planting scheme has been provided for the development.

I also note that a construction Environmental Management Plan has been included in the documents. I have no objection to this application.

### **Environment Agency**

- 3.9. No objection subject to flood risk standing advice.

### **Norfolk County Council (NCC) Highways**

- 3.10. Thank you for your recent consultation with respect to the above which appears similar to a previously withdrawn application.

As traffic movements to and from this site are possible only via the private lane (Postwick PROW PO9) from Postwick Lane (C440), and with the railway bridge on this lane making access by large vehicles or high boats impossible, I consider it very unlikely that traffic engendered to and from the site will increase appreciably by this proposal.

On this basis the Highway Authority raise no objection to this application.

### **Natural England**

- 3.11. Further information requested and provided. A second response from Natural England is anticipated, Members will be provided with a verbal update at the Planning Committee meeting.

### **BA Landscape**

- 3.12. Objection received with the following conclusion:

There is a lack of information with regard to existing trees, proposed landscaping, drainage, and scale/appearance of stored boats. Although provision of additional information would be helpful, there are fundamental Landscape concerns with the proposals. This is a sensitive location within the BA area and close to designated sites. A number of sensitive receptors are present, and the areas' capacity for change of the scale proposed is low. The sensitivity of the site and surroundings suggest that they do not have the capacity to accommodate the scale of the proposals and intensive use of the site.

The proposals would alter the appearance and character of the site, replacing a semi-natural character with visually intrusive elements. Potential adverse visual effects from lighting and stored boats are of particular concern. Proposals for mitigation would neither adequately integrate the scheme into the area or the wider natural setting, nor offset significant adverse landscape and visual effects. Overall, the proposals would have adverse effects on Landscape character and are therefore not supported.

### **BA Ecologist**

- 3.13. No objection subject to mitigation and enhancements

## **4. Representations**

- 4.1. One response was received from The Broads Society who commented as follows:



The Broads Society maintains its objection to this revised scheme for the same reasons as set out in our previous objections to application no. BA/2022/0051/FUL. The application site lies outside of any development boundary and doesn't comply with policies in the Broads Local Plan. Whilst the Broads Society usually supports applications to support Broads Industries this site is effectively a green field location adjacent to the Norwich to Great Yarmouth railway line. We are also concerned as to the choice of proposed surface material in such close proximity to watercourses. Furthermore, the revised application now appears to include 12 lighting columns (all 12 metres in height), the positions of which don't appear to have been indicated on the submitted plans. Notwithstanding their exact locations, this seems contrary to the 'Dark Skies' protection policies set out in the current Broads Local Plan and the visual impact of such columns would also have a significant detrimental impact on the amenity enjoyed by the nearby Brundall Country Park.

## 5. Policies

- 5.1. The adopted development plan policies for the area are set out in the [Local Plan for the Broads](#) (adopted 2019).
- 5.2. The following policies were used in the determination of the application:
  - DM5 - Development and Flood Risk
  - DM6 - Surface water run-off
  - DM13 - Natural Environment
  - DM16 - Development and Landscape
  - DM21 - Amenity
  - DM22 - Light pollution and dark skies
  - DM23 - Transport, highways and access
  - DM25 - New employment development
  - DM43 - Design
- 5.3. Other material considerations
  - National Planning Policy Framework (NPPF)
  - Planning Practice Guidance (PPG)
  - Brundall Neighbourhood Plan
  - BA Landscape Character Assessment: 12 Yare Valley - Kirby/Postwick to Rockland/Strumpshaw River Yare

## 6. Assessment

6.1. The application is for an extension to an existing boatyard to provide 68 dry berths for boats and provision of hardstanding and car parking. The current application follows a previous proposal for dry boat storage which was withdrawn as the applicants sought to address issues raised through the previous consultation process. The following is a summary of how the current application differs to the withdrawn scheme:

- Revised site layout reducing the area of boat storage and increasing the area of landscaping to improve screening and increased wildlife migration corridors.
- Submission of traffic/transport management Plan
- Submission of construction management plan with reference to pollution control.
- Submission of flood risk assessment and drainage strategy.
- Submission of revised ecology report including bird data.

### Principle of development

- 6.2. The consideration of a new storage area (use class B8) is primarily assessed with regard to Policy DM25 of the Local Plan for the Broads which addresses new employment development. The policy provides 11 criteria covered against which such a proposal would be assessed.
- 6.3. Criterion i) requires that the site is located within a development boundary or within or adjacent to existing employment sites or is a building used as an employment use. The subject site is adjacent to the established Brundall Gardens Marina and, although separated by West Lane, it is noted that the entrances to the existing and subject elements of the site are directly opposite each other. The applicant has explained that the use would wholly relate to the operations of the applicant's adjacent Broads based uses, and would be for storage only, not an area for boat repair or maintenance.
- 6.4. The proposal is considered to be in kind with the marina business as existing which provides mooring berths and has minor areas of dry boat storage adjacent to the workshop building at the site. The additional income from the proposed boat storage area would contribute to the vitality and viability of the existing business, helping to maintain a marina business which forms part of a network of waterside boat related businesses throughout the Broads. The different form of accommodation for boat storage in addition to existing moorings, increases the range of services provided by the applicant's business which contributes to the resilience of the business. Additionally, this increases the range on offer in this area as whilst Brundall Gardens and Brundall provides a large of moorings overall, the offer of dry boat storage is very limited. The proposal is therefore considered to accord with criterion i) of Policy DM25 and is acceptable in principle.
- 6.5. The remaining criterion of Policy DM25 will be discussed separately in the following assessment.

### Impact upon the landscape

- 6.6. The area of land where the proposed dry berths for boats with associated hardstanding and car parking would be provided is currently an area of grassland with areas of scrub. In the past the land has appeared with more scrubby vegetation, and has been approved for use as temporary storage of excavated material (under planning ref BA/2014/0166/FUL). The present appearance is of a level site with short sward grass and scrub, aside from the occasional small mound.
- 6.7. The proposed scheme will result in a fundamental change to the use and appearance of the site, replacing 1.2 hectares of grassland with compacted hardcore, and the storage of up to 68 boats on that area, with a 2.3m high green mesh security fence to all sides. It is noted that the BA Landscape Architect has objected to the scheme, citing issues including impacts on a number of sensitive receptors, the area's capacity for change of the scale proposed being low, the scale of the proposals and intensive use of the site, and replacing a semi-natural character with visually intrusive elements, observing that stored boats, owing to their light reflective colours and materials would be particularly noticeable.
- 6.8. The subject site is well screened from public vantage points from the east and west, and well screened from views further to the south including from the river, although it is noted that views from West Lane where it passes to the south of site are fairly open, interrupted by a line of mature trees. The site is fairly open to views from the north via the permissive path and railway line, both of which run along the northern boundary of the site, and from the Brundall Parish Allotments and Brundall Countryside Park which are north of the railway line.
- 6.9. To the northern side of the subject site is an existing hedge, this runs parallel to the southern side of the permissive path, incorporating the occasional tree. Although a fairly young hedge, it provides an existing demarcation between the footpath and the proposed site area, along with some level of screening. To the immediate south of the hedge is a proposed 4.5m wide planting area which would extend across the full width of the northern boundary. Whilst proposed planting would take some time to establish, the existing hedge would provide a reasonable interim measure in softening the appearance of the site, particularly from the permissive footpath.
- 6.10. A scheme setting out how the landscape impact would be mitigated will be required, and this should show appropriate planting to the areas around the boat storage area. Initially there will be more obvious landscape impacts, and the 2.3m tall green mesh security fence will be more of a presence. Landscaping schemes are an integral part of numerous planning proposals, and whilst there is always a delay while planting becomes established, this is a conventional and customary practice which is accepted as bringing overall positive outcomes. In this case it is considered that a landscape scheme would contribute to the acceptability of the scheme and would be required by planning condition.

- 6.11. The existing hedge would not interrupt views from trains passing the north of the site, although the existing trees give an indication of how effective planting can be in this area once established. Regardless of this, views in a southern direction would include partial views of the boatyard beyond which would give the site some context, and does provide some link in the development of this area which is directly linked to the use of the water.
- 6.12. To the north of the railway line and directly north of the subject site is the Brundall Parish Allotments. The area of the allotments is bordered by a hedge, when to the north of the allotments this has the effect of limiting views to the south which would include the subject site. Within the allotments themselves the boats stored at the subject site would be visible, although this would be interrupted to some extent by the existing hedging. When the proposed planting along the northern border is established, this would provide a suitable area of vegetation which will help to mitigate any landscape impact in views from the north.
- 6.13. To the immediate east of the allotments, and north-east of the subject site is the Brundall Countryside Park. The park is fairly recently established, being the subject of a 2014 planning permission alongside the allotments. Planting in the different sections of the park is at different stages of maturity with, generally speaking, more established trees to the central and northern sections of the park, with a more sporadic and less established covering to the southern section.
- 6.14. For a good portion of the park area views to the south and the subject site area are limited due to the existing vegetation within the park. To the southern part of the park views of the site would be more open due to more sporadic planting and less mature specimens. In the central area between the park and the allotments is a north to south closely mown grass avenue with an approximately width of 5 metres. The southern part of the park sits lower overall due to the sloping nature of the land towards the river. By being sited lower, the views beyond the railway line to the subject site are more restricted when closer to the boundary, and the existing and proposed planting would adequately soften and partly screen the storage area. The effectiveness of the planting in providing mitigation will improve over time. The central avenue is maintained as an area of circulation, views to the south along this narrow corridor are fairly uninterrupted. Existing and proposed planting would provide some softening in views of the storage site, in addition the corridor allows partial views of the boatyard site beyond, which gives the boat storage a reasonable context and as noted above, provides a link between areas of development.
- 6.15. Overall it is accepted that there will be some local landscape impacts as a result of the storage of boats at the subject site, and the landscape objection is acknowledged. The composition and existing planting within the areas to the north of the railway line would limit the impact on the appearance of the site to some extent, and a well-considered planting scheme within the subject site would further reduce the visibility of the storage area. Including the existing hedge at the northern of the site there would be

a 6.5m wide planting strip along the full northern edge of the boat storage area, this is considered to provide sufficient space for a reasonable planting scheme which would sufficiently mitigate landscape impacts in views of the northern side of the site.

- 6.16. Some views of the boats stored at the site will still be possible, but taking into account the context of the site which would exist as an extension of the well-established boatyard beyond, the existing and proposed planting within the site, and the existing planting on areas to the north, it is considered that the use of the subject site for the storage of boats would not have an unacceptable impact on landscape appearance and character. The reduction in the hard-surfaced area over the previously withdrawn scheme, and provision of planting areas to the peripheries allow for an acceptable proposal. A detailed landscaping scheme will be necessary to ensure that any landscape impacts are sufficiently mitigated and the planting areas are efficiently utilised for this purpose. The proposal is therefore considered to be acceptable with regard to Policy DM16 and criteria ii) and vii) of Policy DM25 of the Local Plan for the Broads.
- 6.17. With regard to the loss of the large multi-stemmed Alder near the eastern boundary, although the loss of this tree is regrettable, its position near the site entrance make its retention difficult. The tree is a little isolated from the adjacent group of trees and it does lean noticeably towards the east. It would not be reasonable to insist on its retention, and the loss of this tree can be mitigated through a detailed landscaping scheme.

### Ecology

- 6.18. The subject site comprises grassland and appears to have been maintained as such for a number of years. The application was accompanied by an Ecological Survey which has been considered by the BA Ecologist. No objection has been raised to the proposal subject to mitigation and enhancements which would be secured by planning condition. It will be necessary to require a reptile survey prior to any works commencing, and this may require further mitigation which again will be secured by condition.
- 6.19. There are no designations at the subject site, with the separation to the designated sites to the south of the river comprising 95 metres of land and 55 metres of river. However, the subject site is within the SSSI Impact Risk Zone and to this extent a Habitat Regulations Assessment (HRA) was carried out. The HRA concluded that there would be no significant impacts on sites or species.
- 6.20. Natural England did not object to the previous proposal although did make requests for additional information which has been provided as part of the current proposal. An objection from Natural England is not anticipated, Members will be updated at the meeting of any further comments from Natural England. Subject to these comments, the proposal is considered to be acceptable with regard to Policy DM13 and criterion ii), of Policy DM25 of the Local Plan for the Broads.

### **Amenity of residential properties**

- 6.21. The site is over 140 metres from the nearest residential properties. Taking into the nature of the proposed development it is considered that there would be no undue impact on residential amenity. The proposal is therefore considered to be acceptable with regard to Policy DM21 and criterion iv) of Policy DM25 of the Local Plan for the Broads.

### **Highways and public rights of way**

- 6.22. The proposal is for dry boat storage. Whilst there would be visitors to the site, given the nature of the proposed use of the site this would be infrequent and irregular, which is reflected in the provision of only 10 car parking spaces. Norfolk County Council as Local Highways Authority have considered the proposal and raised no objection, considering it very unlikely that traffic engendered to and from the site will increase appreciably by this proposal. They also note that the railway bridge on West Lane makes access by large vehicles or high boats impossible.
- 6.23. The layout of this site is such that there is adequate space for loading and unloading and operational movements around the site. There is consideration within Policy DM25 for the site being designed to promote user accessibility by walking, cycling and public transport, but this is not relevant to the subject proposal. The proposal is therefore considered to be acceptable with regard to Policy DM23 and criteria v), vi), and vii) of Policy DM25 of the Local Plan for the Broads.

### **Flood risk and drainage**

- 6.24. The site lies predominantly within flood zone 1, with parts of the south-eastern quarter within flood zones 2 and 3. The Environment Agency were consulted and confirmed that the proposal is covered by Local Flood Risk Standing Advice, this confirming that the site is in flood zones 2 and 3A. The proposal is for boat storage which in terms of flood risk vulnerability classification is water compatible development, the nature of the development would not impede flood waters including the provision of permeable boundary treatments, and it is noted that river flood waters would not pass across or through the site, but would rise from the south before dissipating in that direction. Further to this the use of the site would not have an impact on flood storage capacity at the site. A flood response plan will be required by condition to ensure that the site is appropriately managed during flood events. The proposal is therefore considered to be acceptable with regard to Policy DM5 and criterion viii) of Policy DM25 of the Local Plan for the Broads.
- 6.25. Considering the sequential test as stipulated in paragraph 162 of the NPPF, this aims to steer new development to areas with the lowest risk of flooding from any source, with consideration for reasonably available sites appropriate for the proposed development in areas with a lower risk of flooding. The proposal is for dry boat storage, this functioning as an expanded part of the established Brundall Gardens Marina. There is no available land in this area which would be suitable and appropriate for the proposed use. Taking into account the proposed water compatible use, the exceptions test is not

required for the proposed development. The proposal is therefore considered to be acceptable with regard to Paragraph 162 of the NPPF.

- 6.26. Drainage at the site would be altered by virtue of the change from grassland to compacted hardcore. The application was accompanied by a flood risk assessment which concludes that the surface water drainage strategy is to attenuate and discharge to the adjacent ditch, a range of SuDS may be incorporated in the development, and a detailed drainage strategy will ensure the site will sufficiently treat the surface water prior to discharging. A detailed drainage strategy will be secured by planning condition, subject to which the proposal is considered to be acceptable with regard to Policy DM6 of the Local Plan for the Broads.

### Other issues

- 6.27. Considering the remaining issues to address under Policy DM25. The site is considered to be developed comprehensively in terms of planning, layout and servicing arrangements which would accord with criterion iii).
- 6.28. Criterion ix) considers the storage, handling or use of chemicals which is not applicable to this application.
- 6.29. The site is within agricultural land grade 3, criterion x) stipulates that versatile agricultural land (grade 3a and above) should not be used. Available mapping does not differentiate between grades 3a and 3b. Historically land to the north of the subject site, including the recently provided allotments and country park, has been in agricultural use, at the same time the subject site has only been grassland/scrubland. Given the lack of historic agricultural use it would not be reasonable to refuse the application on the loss of agricultural land, with regard to criterion x) of Policy DM25.
- 6.30. The requirement to make effective use of previously developed land is not considered to be applicable here taking into account the nature of the proposal, its links to the established business to the south, and the lack of previously developed land in this location, with regard to xi) of Policy DM25.
- 6.31. Security gates are proposed at the entrance to the site between two sections of the green mesh security fence, these would match in size and appearance the gates serving the main marina site directly opposite on West Lane. Taking into the siting of the gates and the existence of matching gates on the opposite side of the road, the installation of security gates is considered acceptable with regard to Policies DM16 and DM43 of the Local Plan for the Broads.

## 7. Conclusion

- 7.1. The proposed development would allow the applicants to expand the boatyard activities through boat storage on a piece of land adjacent to the Brundall Gardens Marina site, and on land which has previously been used in conjunction with that business. The proposed development would not have an adverse impact on either landscape character or appearance, ecology and designated sites, and no undue impact

on the amenity of neighbouring residents. The proposed use of the site is considered to be acceptable in flood risk terms, and drainage can be suitably addressed through a drainage strategy. Consequently, the application is considered to be in accordance with Policies DM5, DM6, DM13, DM16, DM21, DM23, DM25 of the Local Plan for the Broads, along with the National Planning Policy Framework.

## **8. Recommendation**

8.1. Subject to no new issues raised by consultees, to approve with the following conditions:

- i. Standard time limit
- ii. In accordance with approved plans
- iii. Details of proposed surfacing
- iv. Details of detailed drainage strategy
- v. Details of landscaping scheme and landscape management plan
- vi. Details of tree protection
- vii. Details of any proposed signage - position, size, and design
- viii. Ecological mitigation, management, and enhancements
- ix. Reptile survey prior to works
- x. No external lighting
- xi. Storage of boats only, no operational works of repair or maintenance

## **9. Reason for recommendation**

9.1. The proposal is considered to be in accordance with Policies DM5, DM6, DM13, DM16, DM21, DM23, and DM25 of the Local Plan for the Broads, along with the National Planning Policy Framework which is a material consideration in the determination of this application.

Author: Nigel Catherall

Date of report: 21 March 2023

Background papers: BA/2023/0015/FUL

Appendix 1 – Location map



## Appendix 1 – Location map

BA/2023/0015/FUL - Land At Brundall Gardens Marina, West Lane, Brundall



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# Planning Committee

18 August 2023

Agenda item number 10

## Enforcement update

Report by Head of Planning

### Summary

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

### Recommendation

To note the report.

Committee date	Location	Infringement	Action taken and current situation
14 September 2018	Land at the Beauchamp Arms Public House, Ferry Road, Carleton St Peter	Unauthorised static caravans (Units X and Y)	<ul style="list-style-type: none"> <li>Authority given to serve an Enforcement Notice requiring the removal of unauthorised static caravans on land at the Beauchamp Arms Public House should there be a breach of planning control and it be necessary, reasonable and expedient to do so.</li> <li>Site being monitored. October 2018 to February 2019.</li> <li>Planning Contravention Notices served 1 March 2019.</li> <li>Site being monitored 14 August 2019.</li> <li>Further caravan on-site 16 September 2019.</li> </ul>

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

Committee date	Location	Infringement	Action taken and current situation
			<ul style="list-style-type: none"> <li>• Enforcement Notices served 30 November, with date of effect of 29 December 2021. Compliance period of 3 months for cessation of unauthorised residential use and 4 months to clear the site. 6 Dec. 2021</li> <li>• Site to be visited after 29 March to check compliance. 23 March 2022</li> <li>• Site visited 4 April and caravans appear to be occupied. Further PCNs served on 8 April to obtain clarification. There is a further caravan on site. 11 April 2022</li> <li>• PCN returned 12 May 2022 with confirmation that caravans 1 and 3 still occupied. Additional caravan not occupied.</li> <li>• Recommendation that LPA commence prosecution for failure to comply with Enforcement Notice. 27 May 2022</li> <li>• Solicitor instructed to commence prosecution. 31 May 2022</li> <li>• Prosecution in preparation. 12 July 2022</li> <li>• Further caravan, previously empty, now occupied. See separate report on agenda. 24 November 2022</li> <li>• Planning Contravention Notice to clarify occupation served 25 November 2022. 20 January 2023.</li> <li>• Interviews under caution conducted 21 December 2022. 20 January 2023</li> <li>• Summons submitted to Court. 4 April 2023</li> <li>• Listed for hearing on 9 August 2023 at 12pm at Norwich Magistrates' Court. 17 May 2023</li> <li>• <b>Operator pleaded 'not guilty' at hearing on 9 August and elected for trial at Crown Court. Listed for hearing on 6 September 2023 at Norwich Crown Court. 9 August 2023.</b></li> </ul>

Committee date	Location	Infringement	Action taken and current situation
8 November 2019	Blackgate Farm, High Mill Road, Cobholm	Unauthorised operational development – surfacing of site, installation of services and standing and use of 5 static caravan units for residential use for purposes of a private travellers' site.	<ul style="list-style-type: none"> <li>Delegated Authority to Head of Planning to serve an Enforcement Notice, following liaison with the landowner at Blackgate Farm, to explain the situation and action.</li> <li>Correspondence with solicitor on behalf of landowner 20 Nov. 2019.</li> <li>Correspondence with planning agent 3 December 2019.</li> <li>Enforcement Notice served 16 December 2019, taking effect on 27 January 2020 and compliance dates from 27 July 2020.</li> <li>Appeal against Enforcement Notice submitted 26 January 2020 with a request for a Hearing. Awaiting start date for the appeal. 3 July 2020.</li> <li>Appeal start date 17 August 2020.</li> <li>Hearing scheduled 9 February 2021.</li> <li>Hearing cancelled. Rescheduled to 20 July 2021.</li> <li>Hearing completed 20 July and Inspector's decision awaited.</li> <li>Appeal dismissed with minor variations to Enforcement Notice. Deadline for cessation of caravan use of 12 February 2022 and 12 August 2022 for non-traveller and traveller units respectively, plus 12 October 2022 to clear site of units and hardstanding. 12 Aug 21</li> <li>Retrospective application submitted on 6 December 2021.</li> <li>Application turned away. 16 December 2021</li> <li>Site visited 7 March 2022. Of non-traveller caravans, 2 have been removed off site, and occupancy status unclear of 3 remaining so investigations underway.</li> <li>Further retrospective application submitted and turned away. 17 March 2022</li> <li>Further information on occupation requested. 11 April 2022</li> </ul>



Committee date	Location	Infringement	Action taken and current situation
			<ul style="list-style-type: none"> <li>• No further information received. 13 May 2022</li> <li>• Site to be checked. 6 June 2022</li> <li>• Site visited and 2 caravans occupied in breach of Enforcement Notice, with another 2 to be vacated by 12 August 2022. Useful discussions held with new solicitor for landowner. 12 July 2022.</li> <li>• Further site visited required to confirm situation. 7 September 2022</li> <li>• Site visit 20 September confirmed 5 caravans still present. Landowner subsequently offered to remove 3 by end October and remaining 2 by end April 2023. 3 October 2023.</li> <li>• Offer provisionally accepted on 17 October. Site to be checked after 1 November 2022.</li> <li>• Compliance with terms of offer as four caravans removed (site visits 10 and 23 November). Site to be checked after 31 March 2023. 24 November 2022</li> <li>• One caravan remaining. Written to landowner's agent. 17 April 2023</li> <li>• <b>Gypsy and Traveller Accommodation Needs Assessment commissioned. June 2023</b></li> </ul>
8 January 2021	Land east of Brograve Mill, Coast Road, Waxham	Unauthorised excavation of scrape	<ul style="list-style-type: none"> <li>• Authority given for the service of Enforcement Notices.</li> <li>• Enforcement Notice served 29 January 2021.</li> <li>• Appeal against Enforcement Notice received 18 February 2021.</li> <li>• Documents submitted and Inspector's decision awaited. September 2021</li> <li>• PINS contacted; advised no Inspector allocated yet. 20 October 2022.</li> <li>• Appeal dismissed 9 January 2023 and Enforcement Notice varied. Compliance required by 9 October 2023. 20 January 2023.</li> </ul>

Committee date	Location	Infringement	Action taken and current situation
13 May 2022	Land at the Beauchamp Arms Public House, Ferry Road, Carleton St Peter	Unauthorised operation development comprising erection of workshop, kerbing and lighting	<ul style="list-style-type: none"> <li>• Authority given by Chair and Vice Chair for service of Temporary Stop Notice requiring cessation of construction 13 May 2022</li> <li>• Temporary Stop Notice served 13 May 2022.</li> <li>• Enforcement Notice and Stop Notice regarding workshop served 1 June 2022</li> <li>• Enforcement Notice regarding kerbing and lighting served 1 June 2022</li> <li>• Appeals submitted against both Enforcement Notices. 12 July 2022</li> </ul>
21 September 2022	Land at Loddon Marina, Bridge Street, Loddon	Unauthorised static caravans	<ul style="list-style-type: none"> <li>• Authority given to serve an Enforcement Notice requiring the cessation of the use and the removal of unauthorised static caravans.</li> <li>• Enforcement Notice served. 4 October 2022.</li> <li>• Enforcement Notice withdrawn on 19 October due to minor error; corrected Enforcement Notice re-served 20 October 2022.</li> <li>• Appeals submitted against Enforcement Notice. 24 November 2022</li> </ul>
9 December 2022	Land at the Beauchamp Arms Public House, Ferry Road, Carleton St Peter	Unauthorised static caravan (Unit Z)	<ul style="list-style-type: none"> <li>• Planning Contravention Notice to clarify occupation served 25 Nov 2022.</li> <li>• Authority given to serve an Enforcement Notice requiring the cessation of the use and the removal of unauthorised static caravan</li> <li>• Enforcement Notice served 11 January 2023. 20 January 2023.</li> <li>• Appeal submitted against Enforcement Notice. 16 February 2023.</li> </ul>
31 March 2023	Land at the Berney Arms, Reedham	Unauthorised residential use of caravans and outbuilding	<ul style="list-style-type: none"> <li>• Authority given to serve an Enforcement Notice requiring the cessation of the use and the removal of the caravans</li> <li>• Enforcement Notice served 12 April 2023</li> <li>• Enforcement Notice withdrawn on 26 April 2023 due to error in service. Enforcement Notice re-served 26 April 2023. 12 May 2023</li> </ul>

Committee date	Location	Infringement	Action taken and current situation
			<ul style="list-style-type: none"> <li>• Appeal submitted against Enforcement Notice. 25 May 2023</li> </ul>

Author: Cally Smith

Date of report: 09 August 2023

Background papers: Enforcement files



# Planning Committee

18 August 2023

Agenda item number 11

## Trowse Neighbourhood Plan- Agreeing to consult

Report by Planning Policy Officer

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### Summary

The Trowse Neighbourhood Plan is ready for the next round of consultation – Regulation 16 consultation.

### Recommendation

To endorse the Trowse Neighbourhood Plan (Reg16) version for consultation.

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## 1. Introduction

- 1.1. The Trowse Neighbourhood Plan is ready for consultation. The Plan says: ‘The Neighbourhood Plan will be a document that sets out planning policies which, together with the Local Plans, carry significant weight in determining planning applications. It is a community document, developed by local people who know and love the area and village. The Neighbourhood Plan has to support the delivery of strategic policies contained in the Local Plans, including that for the Broads Authority. These include the amount of new development, and the distribution of that development across the district. The Neighbourhood Plan cannot promote less development than that set out in the Local Plans’.
- 1.2. This report seeks agreement for public consultation to go ahead. It should be noted that the Broads Authority is a key stakeholder and is able to comment on the Plan. It is likely that a report with these comments will come to the next Planning Committee for endorsement.
- 1.3. Please note that at the time of writing, the Neighbourhood Plan group were improving the web accessibility of the documents. The documents that go out for consultation will therefore be slightly different to the ones presented here, but the contents are not going to change.

## 2. Consultation process

- 2.1. South Norfolk Council will write to or email those on their contact database about the consultation. The Broads Authority will also notify other stakeholders who may not be on the Council’s consultee list. The final details for consultation are to be clarified, but the document will be out for consultation for at least 6 weeks.

### 3. Next steps

- 3.1. Once the consultation ends, comments will be collated and the Parish Council may wish to submit the Plan for assessment. The Parish Council, with the assistance of South Norfolk Council and the Broads Authority, will choose an Examiner. Examination tends to be by written representations. The Examiner may require changes to the Plan.
- 3.2. As and when the assessment stage is finished, a referendum is required to give local approval to the Plan.

Author: Natalie Beal

Date of report: 03 August 2023

The following appendices are available to view on [Planning Committee - 18 August 2023 \(broads-authority.gov.uk\)](https://planning.broads-authority.gov.uk/PlanningCommittee-18August2023)

Appendix 1 – Trowse Neighbourhood Plan

Appendix 2 – Trowse NP Design Code

Appendix 3 – Trowse NP Consultation Statement

Appendix 4 – Trowse NP Non-Designated Heritage Assessment

Appendix 5 – Trowse NP SEA and HRA report

Appendix 6 – Trowse NP Statement of Basic Conditions

Appendix 7 – Trowse NP Views Assessment

Appendix 8 – Trowse NP Evidence Base

Appendix 9 – Trowse NP Local Green Space Assessment

# Planning Committee

18 August 2023

Agenda item number 12

## Postwick with Wotton Neighbourhood Plan- Area designation consultation

Report by Planning Policy Officer

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### Summary

This report introduces the Postwick with Wotton Neighbourhood Plan.

### Recommendation

To agree to Postwick with Wotton Neighbourhood Plan becoming a neighbourhood area to produce a Neighbourhood Plan.

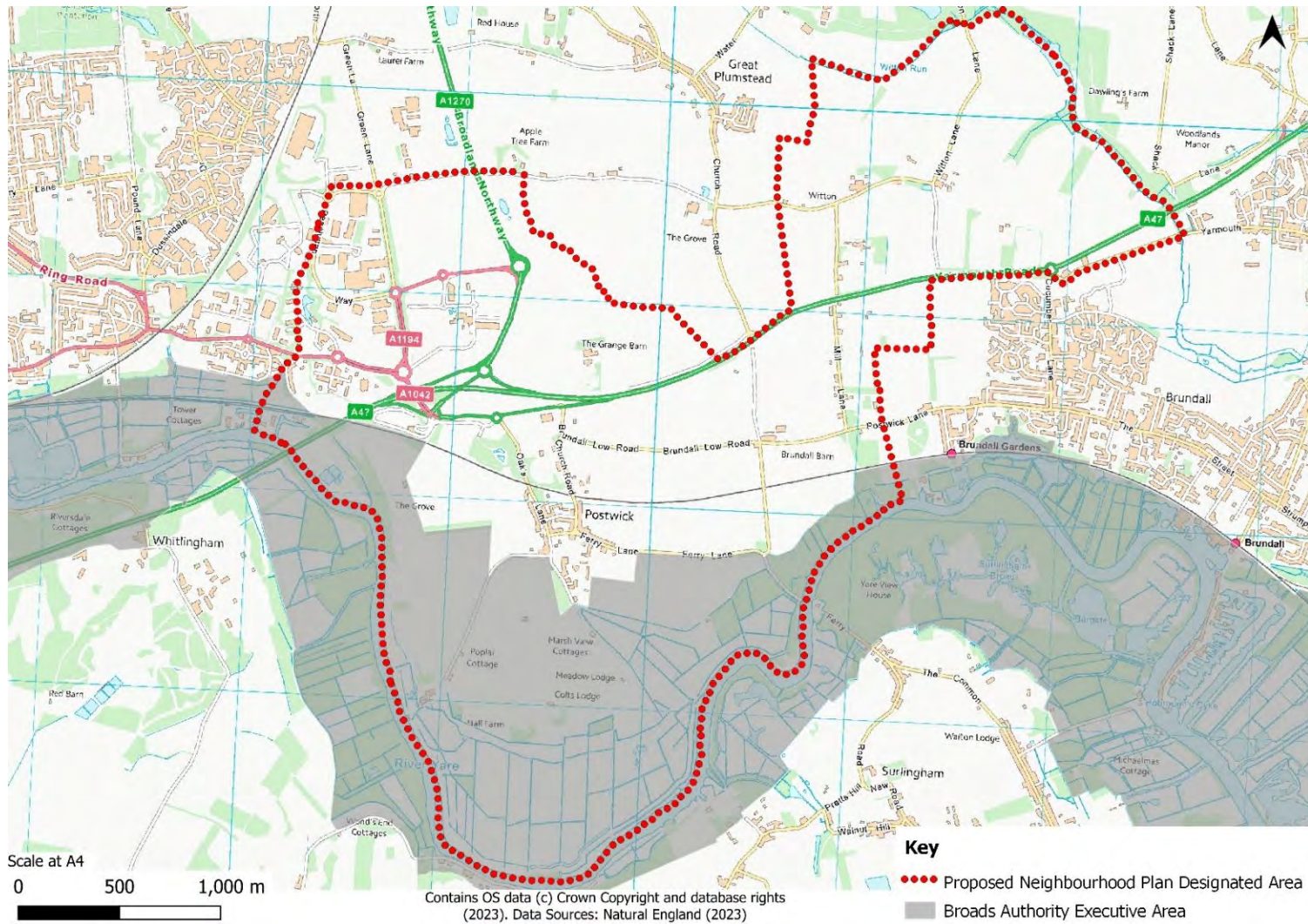
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## 1. Neighbourhood planning

- 1.1. Neighbourhood planning was introduced through the Localism Act 2011. Legislation then came into effect in April 2012 giving communities the power to agree a Neighbourhood Development Plan, make a Neighbourhood Development Order and make a Community Right to Build Order.
- 1.2. A Neighbourhood Development Plan can establish general planning policies for the development and use of land in a neighbourhood, such as where new homes and offices should be built, and what they should look like.

## 2. Postwick with Witton Parish Council

Postwick with Witton Parish Council in Broadland District Council has submitted the application to become a neighbourhood area.



### 3. About Postwick with Witton neighbourhood area application

- 3.1. The nomination was received on 28 July 2023.
- 3.2. There are no known or obvious reasons not to agree the Neighbourhood Area.

### 4. Useful links

[Broads Authority Neighbourhood Planning](#)

[Neighbourhood Plans – Broadland and South Norfolk  
\(southnorfolkandbroadland.gov.uk\)](#)

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

Author: Natalie Beal

Date of report: 03 August 2023

# Planning Committee

18 August 2023

Agenda item number 13

## Coastal Adaptation SPD- Adoption

Report by Natalie Beal

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### Summary

The Coastal Adaptation Supplementary Planning Document (SPD) is a joint document prepared with Great Yarmouth Borough Council, North Norfolk District Council, East Suffolk District Council, the Broads Authority, and Coastal Partnership East. The Coastal Adaptation SPD is an example of cross boundary working to support the common goal of coastal adaptation. On adoption, the Coastal Adaptation SPD will be a material consideration in the determination of planning applications.

### Recommendations

To endorse the Coastal Adaptation SPD and recommend that Broads Authority adopts the SPD.

That the Head of Planning, in consultation with the Chair of Planning Committee, is authorised to make any presentational or typographical amendments to the Coastal Adaptation SPD prior to it being published.

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## 1. Introduction

- 1.1. The Coastal Adaptation SPD is a joint document prepared with Great Yarmouth Borough Council, North Norfolk District Council, East Suffolk District Council, the Broads Authority, and the shared Coastal Partnership East Team. The Coastal Adaptation SPD is an example of cross boundary working to support the common goal of coastal adaptation. On adoption, the Coastal Adaptation SPD will be a material consideration in the determination of planning applications.
- 1.2. The Coastal Adaptation SPD supports the implementation of policies relating to development within the Coastal Change Management Area, and rollback and relocation away from the coast in the East Suffolk Council, Great Yarmouth Borough Council, the Broads and North Norfolk Council areas. The purpose of the SPD is to provide guidance on the implementation of local plan policies along the coast from Holkham in Norfolk to Landguard Point, Felixstowe in Suffolk. It is appended at Appendix 1 of this report.
- 1.3. The relevant policy in the Local Plan for the Broads is SSCOAST.
- 1.4. The SPD provides guidance including the economic, social and environmental impacts of coastal change; the national, and local policy framework; development within the



Coastal Change Management Area; rollback and relocation; enabling development; and case study examples of coastal adaptation.

## 2. About the SPD

- 2.1. The Coastal Adaptation SPD contains guidance relating to the consideration of development on the coast and relocating development away from the coast, with the aim of avoiding inappropriate development on areas of the coast at risk of coastal change and the environmental impacts of such development.
- 2.2. The Coastal Adaptation SPD provides guidance on a range of topics including appropriate development within the Coastal Change Management Area, the requirements in relation to rollback and relocation of development away from the coast, consideration of enabling development proposals, and coastal adaptation case studies.
- 2.3. The Coastal Adaptation SPD cannot:
  - a) Conflict with planning policies nor can it prescribe that particular areas of land be developed for particular uses; this is the role of the wider development plan (e.g. local plan and neighbourhood plan) for each local planning authority;
  - b) Create new, amend or revoke coastal management policies concerning the management of each stretch of coast relevant to the SPD contained in Shoreline Management Plans;
  - c) Address Nationally Significant Infrastructure Projects (NSIPs) – Large scale infrastructure development that is not determined by local planning authorities but by HM Government;
  - d) Address nationally permitted development rights – Development that does not require planning permission by virtue of the Town and Country Planning (General Permitted Development) (England) Order 2015, as amended; or
  - e) Address wider support for or calls for compensation arising from properties and/or land at risk of coastal change – with the exception of houses owned before 2009, where a Government grant for surveys/demolition may be available.

## 3. Preparation

- 3.1. The Coastal Adaptation SPD has been prepared in accordance with the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended).
- 3.2. The preparation of the Coastal Adaptation SPD has involved officers from the planning policy teams of the Local Planning Authorities (LPAs) as well as officers from Coastal Partnership East. The preparation of the document has been overseen by the Local Plan Working Group.

## 4. Consultation

- 4.1. The Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended) require the LPAs to undertake consultation to inform the production of the SPD and, as a minimum, require that the draft document is published for four weeks and that during that time it is available on the relevant LPAs' websites and that physical copies are available for inspection in the LPAs offices. The LPAs adopted Statement of Community Involvement (April 2021) also sets out further measures and actions that the LPAs undertook when consulting on the draft SPD including publicising via social media sites and making copies of documents available in libraries.
- 4.2. The list of consultees, respondents, summaries of their comments and how these have been responded to can be found in the Consultation Statement which is appended to this report (Appendix 2).
- 4.3. The Coastal Adaptation SPD was subject to two rounds of consultation during its preparation, the details of which are contained in the Consultation Statement. The first was an initial consultation to inform the scope and content of the SPD. The initial consultation was carried out between 4 September and 16 October 2020. This initial consultation took the form of a questionnaire, to which 63 respondents made 288 comments. Summaries of the consultation responses, and how they were addressed in drafting the SPD, are contained in the Consultation Statement.
- 4.4. Consultation on the draft Coastal Adaptation SPD ran between 25 January and 8 March 2023. The consultation was advertised on the LPAs' websites, as well as on social media. Emails and letters were sent out at the start of the consultation to the consultees on the planning policy mailing list which includes town and parish councils, individuals and organisations, including those who were previously contacted or responded to the informal stage of the consultation. In total 52 respondents made 185 comments.
- 4.5. The main themes of the comments received are summarised in section 4.6; however, some of the comments covered very specific matters and it is not possible to summarise all of them here in a succinct manner. The full consultation responses have been published on the Council's consultation website (see - [Draft Coastal Adaptation Supplementary Planning Document - East Suffolk Council, Strategic Planning Consultations \(inconsult.uk\)](#)) and are all summarised in the Consultation Statement.
- 4.6. The main issues raised through the consultation on the draft Coastal Adaptation SPD were:
  - a) The SPD should address flood risk as well as erosion risk.
  - b) The SPD should alter the planning policies contained in the Local Plans.
  - c) The SPD should alter the coastal management approach for each stretch of the coast.
  - d) The SPD is difficult to understand due to the use of jargon and technical language.



- e) Greater emphasis should be placed on the sensitive natural and historic environment along the coast.
- f) The SPD should address Nationally Significant Infrastructure Projects.
- g) Development at or near the coast should not hinder opportunities to realign the England Coast Path.
- h) The approximate appropriate distance that development may be relocated away from a settlement should be increased.
- i) Changes have been made to address many of the comments received, where appropriate, including:
- j) Clarification that the SPD does not address flood risk, which is assessed through other planning policies and site specific flood risk assessments.
- k) Clarification that the SPD cannot alter planning policies contained in a Local Plan.
- l) Clarification that the SPD cannot alter the coastal management approach for any stretch of coast set out in Shoreline Management Plans.
- m) Avoiding jargon and technical language where possible, acknowledging that technical language may be necessary in some circumstances.
- n) Greater emphasis has been placed on the sensitive environment along the coast.
- o) Clarification that the SPD cannot address Nationally Significant Infrastructure Projects which are determined by HM Government.
- p) Development at or near the coast should not hinder opportunities to realign the England Coast Path.
- q) The approximate appropriate distance that development may be relocated away from a settlement has been increased.
- r) In addition, further changes have been made to address typographical and grammatical errors and to provide clarity on certain elements of guidance.

## 5. Strategic Environmental Assessment, Habitat Regulations Assessment and Equality Impact Assessment

- 5.1. Under the Environmental Assessment of Plans and Programmes Regulations 2004 screening was carried out on the draft Coastal Adaptation SPD to determine whether a full Strategic Environmental Assessment (SEA) would be required. The screening concluded that this was not required. The final SEA Screening Opinion is appended to this report (Appendix 5).
- 5.2. Habitat Regulations Assessment (HRA) screening was also undertaken which concluded that implementation of the Coastal Adaptation SPD would not lead to likely significant effects on protected Habitat Sites and that it is therefore not considered necessary to undertake an Appropriate Assessment. The final HRA Screening Statement is appended to this report (Appendix 4).

5.3. An Equality Impact Assessment (EQIA) Screening Opinion (Appendix 3) was produced in October 2022 to accompany consultation on the draft Coastal Adaptation SPD. The assessment concluded no differential negative impacts on those with protected characteristics.

Author: Natalie Beal

Date of report: 03 August 2023

The following appendices are available to view on [Planning Committee - 18 August 2023 \(broads-authority.gov.uk\)](https://broads-authority.gov.uk/planning-committee-18-august-2023)

Appendix 1 – Coastal Adaptation SPD

Appendix 2 – Consultation Statement

Appendix 3 – Equality Impact Assessment Screening Opinion

Appendix 4 – Habitats Regulations Assessment Screening Statement

Appendix 5 – Strategic Environmental Assessment Screening Opinion

# Planning Committee

18 August 2023

Agenda item number 14

## Consultation responses

Report by Planning Policy Officer

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### Summary

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

### Recommendation

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

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## 1. Introduction

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

Author: Natalie Beal

Date of report: 03 August 2023

Appendix 1 – Planning Policy consultations received

# Appendix 1 – Planning Policy consultations received

## Thorpe St Andrew Town Council

**Document:** [Thorpe St Andrew NDP \(southnorfolkandbroadland.gov.uk\)](https://southnorfolkandbroadland.gov.uk)

**Due date:** 21 August 2023

**Status:** Regulation 16.

**Proposed level:** Planning Committee endorsed.

### Notes

This Neighbourhood Plan builds on the National Planning Policy Framework (NPPF) and the adopted Development Plan for Thorpe St Andrew, which includes the documents making up the Broadland District Council Local Plan and the Broads Authority Local Plan. It also anticipates the emerging Greater Norwich Local Plan (GNLP) which will replace the Adopted Joint Core Strategy. The Thorpe St Andrew NDP has been developed to ensure that future growth and development throughout the town is guided by the local community and gives an extra level of detail at the local level.

### Proposed response

#### Summary of response

There are two objections – two policies have weaker wording than the strategic policies of the Local Plan for the Broads and the NPPF.

### Objections

**Objection.** Policy 1 says ‘Development should minimise the disruption of habitats and seek to conserve and enhance existing environmentally important...’. The underlined wording seems quite weak and at odds with the stance in the NPPF and Strategic Policy SP6 of the Local Plan for the Broads, which are as follows:

The NPPF states at Paragraph 8c (and in other areas): ‘... to protect and enhance our natural built and historic environment’;

Policy SP6 states: ‘Biodiversity Development will protect the value and integrity of nature conservation interest and objectives of European, international, national and local nature conservation designations and should demonstrate biodiversity gains wherever possible paying attention to habitats and species including ecological networks and habitat corridors, especially linking fragmented habitats of high wildlife value’.

It is clear that the wording underlined in SP6 and the NPPF are stronger. Policy 1 therefore needs to be changed to be consistent with SP6 and the NPPF and the words such as ‘should minimise’ and ‘seek to’ which make the Neighbourhood Plan’s stance weaker than national and local plan policy, need to be removed.

**Objection.** Policy 8 says ‘New development proposed within the Conservation Area, or within the curtilage of a listed building, scheduled monument, or non-designated asset (full list in **Appendix C**)

should minimise the impact on these assets by...'. The underlined part is weaker in its wording than SP5 of the Local Plan for the Broads which says, amongst other things:

'The historic environment of the Broads will be protected and enhanced. Key buildings, structures and features which contribute to the Broads' character and distinctiveness will be protected from inappropriate development or change'.

This policy, as proposed, is also contrary to the NPPF which states at Paragraph 189:

'These assets are an irreplaceable resource, and should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations'.

Policy 8 therefore needs to be changed to be consistent with SP5 and the NPPF and the words such as 'should minimise' which make the Neighbourhood Plan's stance weaker than national and local plan policy, need to be removed.

## Comments

Para 1.4 – says 'the emerging local plan' – which local plan is that? We raised this before and the consultation statement said this would be clarified.

**Factual.** Policy 1 and map page 17. Thorpe Island (number 4) is not allocated as open space in the Local Plan for the Broads. The open space policies maps are here: [DM7 OPEN SPACES.pdf \(broads-authority.gov.uk\)](#). Thorpe Island has its own policy, yes.

Map page 17 – number 5 is a protected space in the Local Plan for the Broads by virtue of its own policy. Just checking you also want it to be a local green space as well as being protected by policy TSA1 in the Local Plan for the Broads... Local Green Space is treated like Green Belt in the NPPF, whereas TSA1 is its own policy.

## Policy 2

- Policy 2 states under e) use contextually appropriate high quality materials **including** sustainable and traditional materials and f) use a range of boundary treatments **including** walling, hedging and new tree planting. Should that go further and state that the preference will be for sustainable materials / walling, hedging etc?
- Also policy 2 – there are a few typos with spaces missed (e.g. second para 'importantlandscape'; point 2 'thesettlement' etc.)

## Policy 3

- 'encourages' the various policy things. This is a change in wording from the REG14 version. I raised queries at Regulation 14 stage on the use of encourage in policy 2. Queries are the same for this policy – because the policy as written only encourages, it does not require it and therefore it is not a given that these things will actually happen on a development.
- Wording on policy 3 on cycle and walking access needs to be stronger - a lot of use of "should" – this is a suburb close to an urban centre.

- Policy 3 makes no mention of ensuring adequate storage for bicycles – there should be at least as many spaces for securely storing bicycles as cars.

Policy 5 for residential moorings requiring a boat of 2 berths to have 2 cars – is this excessive?

Policy 7 – just to raise again, like I did at Regulation 14, that the three criteria are different to our policy DM44. Our original DM44 looked like Policy 7, but the Inspector said it was too permissive and told us to amend it. Just something to consider.

Appendix C : ‘Broadland District Council Offices’ are referred to. As they no longer occupy the building just refer to it as Thorpe Lodge?

Appendix C: no. 30 Pound Land instead of Pound Lane

### **Typographical errors**

- Para 3.10 – second part of para does not really make sense... ‘The Business Park is home to a mix of business and commercial uses including some retail and prominent firms located here include Bannatynes Health Club and Spa, Startrite shoes, Yodel, Bertram Book, Premier Inn, Menzies Distribution, Royal Bank of Scotland, Costa Coffee and the Horizon Business centre’. Maybe rather than saying ‘include’, say ‘including’ or ‘such as’?
- 7.7 says ‘The policy seeks to recognising these areas’ – should it be recognise?
- Para 11.2 – typo – last few words: ‘walk to three of more key services’. Should say ‘or’.

### **Formatting**

Para 1.2 – extra full stop

There are lots of words that need a space between them. A few examples are here, but on producing the final version, a check is required.

Para 1.1 – space needed between ‘planningpolicies’

Para 1.5 – space needed between ‘arereferred’

Para 1.8 – last bullet, space needed between ‘theriver’

Para 3.3 – space needed between ‘hasbeen’

Vision – space needed between ‘cultureand’

# Planning Committee

18 August 2023

Agenda item number 15

## Horning Knackers Wood Water Recycling Centre- Joint Position Statement update

Report by Planning Policy Officer

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### Summary

The report updates Members on the revised Joint Position Statement regarding the Horning Knackers Wood Water Recycling Centre catchment.

### Recommendation

To endorse the updated Joint Position Statement.

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## 1. Introduction

- 1.1. Horning Knackers Wood Water Recycling Centre discharges to the river Bure. In doing so, this Water Recycling Centre (WRC) contributes nutrient loads to the downstream watercourses as well as to the Bure Broads and Marshes Site of Special Scientific Interest (SSSI), a component of the Broads Special Area of Conservation (SAC) and Broadland Special Protection Area (SPA). The river Bure is currently of high-status water quality, and it is important that this is not jeopardised by development. The Horning WRC does not currently have capacity to accommodate further foul flows and flows remain above the permitted Environment Agency (EA) licence.
- 1.2. There have been several recorded incidents of flooding with the Horning sewerage catchment from surface water, groundwater and fluvial sources which are the responsibility of multiple agencies. This reduces the available capacity of the foul sewerage network for additional foul flows from additional development within the catchment. Both Anglian Water (AW) and the EA agree that the Horning Knackers WRC does not currently have capacity to accommodate further foul flows. This means that measures need to be taken to reduce the flows the WRC receives from across the catchment. If the flows continue to rise, there is a risk of increased nutrient loading to the river and therefore deterioration in water quality. There is also increased risk of sewer flooding. No strategy is put forward in AW's draft Drainage and Wastewater Management Plan (DWMP) however investment is confirmed in the Water Recycling Long-term Plan.

- 1.3. A Joint Position Statement (JPS) was first issued by North Norfolk District Council (NNDC), EA, Broads Authority (BA), and AW in 2017, which put in place a presumption against development in Horning that increase the flows and standalone foul water treatment solutions, as they also have the potential to adversely affect water quality.

## 2. Proposals and options

- 2.1. Since the original JPS, AW have been undertaking investigations to understand why the WRC is receiving excessive flows. It has been concluded that the unstable ground conditions in this area are the cause of continued structural failures of both the public sewerage network (managed by AW) and privately-owned drainage network. When combined with the high-water table and frequent over topping there are high levels of groundwater infiltration and inundations to both private and public foul water systems through multiple points. Most of this is outside AW's remit to control.
- 2.2. AW have concluded that there is no single engineering solution which can be provided by AW and as such have published the Statement of Fact April 2022 (Appendix 3) and have formally withdrawn from the previous JPS. They are, however, continuing with several network improvements. These are mainly along Ferry Road and Ferry View Road where there remain several unauthorised connections to AW infrastructure as well as pipe collapses and infrastructure vulnerable to over topping. Such investment includes a proposal to install a pumping unit on third party land, which will reduce the flows from over topping and flooding.
- 2.3. Despite the April 2022 Statement of Fact and AW's revised position, the EA still consider that development is not feasible at Horning and the EA maintain their objection due to the flow being significantly greater than the EA permit, and no reasonable prospect of this situation changing in the short to medium time frame.
- 2.4. A revised JPS between the LPAs (BA, NNDC) and the EA has been subsequently drafted. The aim is that the revised JPS updates the position to present day, makes reference to the AW position and that of the EA, and can be used to inform planning matters.
- 2.5. The updated marked up JPS is attached as Appendix 2 with a tracked change version from the original in Appendix 1.
- 2.6. The BA Head of Planning would continue to be signatory to the updated JPS and would agree the incorporation of any minor changes as a result of the sign off process.

Author: Natalie Beal

Date of report: 04 August 2023

Appendix 1 – Horning Knackers Wood Water Recycling Centre - Joint Position Statement (changes marked)

Appendix 2 – Horning Knackers Wood Water Recycling Centre - Joint Position Statement

Appendix 3 – Statement of Fact from Anglian Water Services (August 2023)



## Joint Position Statement on Development in the Horning Knackers Wood Water Recycling Centre Catchment

Date xxxx

Prepared by ~~Anglian Water Services and~~ the Broads Authority, North Norfolk District Council and the Environment Agency.

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### 1. Introduction

1.1. This statement has been prepared to support Local Planning Authorities in their decision making on development in Horning, North Norfolk. This is an update from the previous Joint Position Statement that was adopted/endorsed in 2017.

### 2. Background

2.1. Horning Knackers Wood Water Recycling Centre discharges to the River Bure. In doing so, this Water Recycling Centre (WRC) contributes nutrient loads to the downstream watercourses as well as to the Bure Broads and Marshes Site of Special Scientific Interest (SSSI), a component of the Broads Special Area of Conservation (SAC)/ Broadland Special Protection Area (SPA).

2.2. Concerns regarding development in the catchment of the WRC (Appendix 1) relates to the potential impact of rising nutrient loads on the river and sensitive downstream receptors and excess flows caused from water ingress into the system (from surface water, river over topping and the resultant groundwater infiltration which is compounded through defects in the public and private network). The environmental permit limits for Knackers Wood WRC are set to preserve the

quality of water in the watercourse downstream of the discharge point both to ensure that there is no deterioration in Water Framework Directive status and that decisions support measures to help the waterbody to achieve good ecological potential, nor deterioration in Conservation Objectives. The permit limits are several, set against modelled conditions specific to that waterbody and interdependent with each other. Currently, one of the permit limits, Dry Weather Flow is in exceedance by a significant amount. At present, the section of the river Bure that receives the discharge from Knackers Wood has an overall WFD status of 'moderate' and also 'moderate ' for ecological potential.~~At present, the main River Bure achieves 'high status' for water quality (very good quality), and the Bure Broads and Marshes SSSI predominantly meets the water quality thresholds.~~ As a minimum, our objectives are to ensure that there is no deterioration in water quality in the river and that the water quality thresholds set out in the Conservation Objectives for European protected sites continue to be met or bettered. Further details on the needs of the European Site are available from Natural England.

2.3. The pressures caused by excessive volume puts river water quality at risk in two main ways:

- a) Clean groundwater and surface water will be mixed with foul water which is then treated to the discharge concentration expected for a normal foul water flow. This has the potential to increase the concentrations of nutrient load in the waterbody. To illustrate this, where a water company wants to increase its volumetric flow, its sanitary permit is tightened requiring physical alterations to the WRC to remove a greater proportion of nutrients.
- b) WRCs have storm water tanks which are there to store excess foul water flows in storm conditions to be treated when capacity is available and to prevent the WRC being overwhelmed and discharging untreated foul water into rivers. The size of the storm water tanks is set based on the permitted volumetric flow. At Horning WRC, the stormwater storage capacity is being taken up by the excessive flows even in normal weather which leaves little capacity for storms. This increases the risk of untreated foul water being discharged in the Bure. This is a significant threat to water quality and the 'no deterioration' objectives.

2.4. The environmental permit issued in respect of the discharge to the river has two elements: the sanitary permit and the volumetric permit. Both elements are set by the Environment Agency at a level to ensure that the discharge to the river Bure does not cause deterioration of the Water Framework Directive classification of that waterbody and support the objectives of the River Basin Management Plan. The volumetric permit is set both to ensure that the total chemical and bacterial

loading does not exceed safe limits and that stormwater capacity designed to prevent discharge of untreated foul water into the river is not overloaded. **Horning Knackers Wood WRC is in protracted exceedance of the volumetric permit due to the continued ingress of surface and groundwater.**

~~Horning Knackers Wood Water Recycling Centre discharges to the River Bure. In doing so, this Water Recycling Centre (WRC) contributes nutrient loads to the downstream watercourses as well as to the Bure Broads and Marshes Site of Special Scientific Interest (SSSI), a component of the Broads Special Area of Conservation (SAC)/ Broadland Special Protection Area (SPA).~~

~~Concerns regarding development in the catchment of the WRC (see enclosed) relates to the potential impact of rising nutrient loads on the river and sensitive downstream receptors. At present, the main River Bure achieves 'high status' for water quality (very good quality), and the Bure Broads and Marshes SSSI predominantly meets the water quality thresholds. As a minimum, our objectives are to ensure that there is no deterioration in water quality in the river and that the water quality thresholds set out in the Conservation Objectives for the European protected site continue to be met. Further details on the needs of the European Site are available from Natural England.~~

~~A high quality water environment is an integral part of the natural environment, providing a good habitat for plants, animals and quality of life benefits for local people. Water resources and a high quality water environment underpin economic development, by providing water for households, industries, agriculture, recreation and tourism. The 'high status' water quality in the River Bure is atypical for East Anglian rivers, making this a particularly important catchment to safeguard. The 'high status' is due in part to the significant investment that the water company have made since the 1990s to reduce phosphorus concentrations in effluent to protect the Broads as well as ongoing work by the Environment Agency to identify and address poor water quality across the wider catchment. This investment, and the environmental and socio-economic benefits it has delivered, should not be jeopardised by development.~~

~~To ensure that there is no increased risk to water quality, there must be no increase in nutrient loading from the Horning WRC above that assessed by the Environment Agency under the 'Review of Consents' project which concluded in 2007. Any development that could increase foul water flows to the WRC could increase the loading from the Centre.~~

### **3. Anglian Water Services' Stance**

**3.1. Anglian Water formally withdrew from the 2017 Horning Position Statement in April 2022 and issued a Statement of Fact which updated their position in relation to new development and their continued commitments and liabilities around operation and maintenance of the public sewer network in Horning.**

**'Since the 2017 Position Statement we have undertaken investigations and work to protect**

Joint Position Statement on Development in the Horning Catchment

our assets from river flooding and surface water entering the foul system. There is no single engineering solution which can be provided by Anglian Water and the issues being experienced primarily relate to continued infiltration and inundation.

We have published the Horning Statement of Fact (see [Appendix 2](#)), which sets out the investigation and work we have undertaken to date and how we will respond to new development proposals within the Horning WRC catchment.

We are committed to engaging with key stakeholders going forward and will update the Statement of Fact as and when needed’.

#### 4. Policy Background

4.1. Policy HOR6 of the [North Norfolk Site Allocations DPD](#) (February 2011) states that development will be required to ‘demonstrate that there is adequate capacity in sewage treatment works and no adverse effect from water quality impacts on European Wildlife Sites.’

4.2. ~~It should be noted that at the time of writing, an updated North Norfolk Local Plan is due to be submitted for examination. That document will replace the Site Allocations DPD. In the emerging Plan there are no specific site allocations in Horning and the relevant policies are: CC7 and CC13.~~ It should be noted that at the time of drafting, an updated North Norfolk Local Plan was submitted for examination. That document will replace the 2011 Site Allocations DPD once adopted. In the emerging Plan there are no specific site allocations identified in Horning but the issues identified are incorporated into policies: CC7; Flood Risk & Surface Water Drainage and CC13; Protecting Environmental Quality and relevant proposals will need to demonstrate adequate water treatment and disposal exists or can be provided in time to serve any proposal. Proposals will need to comply with statutory environmental quality standards and demonstrate, individually or cumulatively, that any development would not give rise to adverse impacts on the natural environment, including water quality.

4.3. Policy DM2 of the Local Plan for the Broads (adopted 2019) says ‘To ensure the protection of designated sites, no new development that increases foul water flows requiring connection to the public foul drainage system within the Horning Knackers Wood Catchment will be permitted, until it is confirmed that capacity is available within the foul sewerage network and at the Water Recycling Centre to serve the proposed development’.

~~Policy HOR1 of the Broads Authority Site Specific Policies DPD adopted 2014 states that: ‘To ensure the protection of designated sites, no new development requiring connection to the public foul drainage system within the Horning Catchment, should take place until it is confirmed capacity is available within the foul sewerage network and at the Water~~

~~Recycling Centre to serve the proposed development.’ Policies HOR2, 5 and 7 support or re-iterate this policy.~~

## 5. Local Authority Responsibilities

5.1. The legal framework for the protection, improvement and sustainable use of waters is provided by the Water Framework Directive (WFD) which was enacted into UK law in December 2003. Since the UK left the EU, all European laws were transposed into UK Law.

5.2. Under the UK Regulations, local authorities must have regard to the Plans developed to deliver the Regulations in exercising their functions. This means that they need to reflect the priorities and objectives (as described above) in local planning policies, infrastructure delivery plans and in the determination of individual planning applications. With regards t o development in the Horning catchment, the main priorities and objectives are to ensure no deterioration and seek an improvement in river water quality and to meet the Conservation Objectives for the Bure Broad and Marshes SSSI/ SAC/ SPA.

5.3. Local authorities and other public bodies are also required to provide information and “such assistance as the Environment Agency may reasonably seek in connection with its WFD function.

5.4. The WFD was incorporated in to UK law separately as The Water Environment (Water Framework Directive) (England and Wales) Regulations 2017. Local authorities, along with other public bodies, have a general responsibility not to compromise the achievement of ~~UK~~ compliance with ~~EU Directives, including the WFD~~ relevant EU Directives and the Water Environment Regulations (2017); if we don’t comply with the requirements then it is contravention of our own law.

~~5.5. Non-compliance with EU Directives could potentially lead to the European Commission bringing legal proceedings and fines against the UK. The Localism Act 2011 includes a new power for UK Government to potentially require public authorities (including local authorities) to make payments in respect of EU financial sanctions for infraction of EU law if the authority has caused or contributed to that infraction. In theory, this power applies to infractions of WFD requirements, including deterioration of water body status, though in practice, Government and the Environment Agency would seek to work with a local authority to resolve the situation and avoid levying penalty payments.~~

5.6. The Localism Act also sets out the duty to cooperate, which requires local planning authorities to co-operate on cross-boundary planning issues, including, as stated in the National Planning Policy Framework, the provision of infrastructure for water ~~supply~~ resources and water quality, as well as climate change adaptation and conservation and enhancement of the natural environment.

## 6. Horning Water Recycling Centre

6.1. The Environment Agency has confirmed that Horning Knackers Wood Water Recycling Centre is exceeding its permitted volumetric flow ~~Both Anglian Water and the Environment Agency agree that the Horning Knackers Wood Water Recycling Centre (WRC) and therefore~~ does not currently have capacity to accommodate further foul flows. This means ~~that measures need to be taken to reduce the flows the Centre receives from across the catchment. Some work has already been done, and further work is planned. These are detailed below. If the flows continue to rise there is a risk of increased~~ an increased risk of further nutrient loading to the river and therefore deterioration in water quality. There is also increased risk of sewer flooding.

6.2. Anglian Water Services (AWS) have undertaken investigations to identify why the WRC is receiving excessive flows. They ~~found~~ concluded that due to its location and proximity to the Broads, the sewerage system in Horning has long had an issue with the ingress of water, either from groundwater infiltration, where water seeps into underground pipework, or from surface water from street drainage and similar, ~~or~~ and from fluvial water, when the Broads over tops into the streets of Horning and subsequently floods via manholes into the sewerage system. Investigations found that ground conditions in this area are the cause of structural failures of both the public sewerage network managed by Anglian Water and the further privately-owned drainage network, which when combined with the permanently high-water table results in a high level of groundwater infiltration. It should be noted that much of this excess surface water ingress is not intentionally connected but enters the system through defects and overland flooding.

6.3. For more details on these investigations and also the actions Anglian Water Services have undertaken, along with the commitment next steps, please see Appendix 2.

~~6.4. In an attempt to alleviate flows getting into the sewerage system, in 2014/15 Anglian Water carried out camera surveys of all of its owned sewers and any that had shown to have groundwater ingress have been replaced or relined.~~

- ~~6.5. Out of the entire network of 9.5km, a total of 1.5km has been repaired and six manholes have been rebuilt and/or sealed against infiltration. While this work was successful in reducing the groundwater ingress into the sewerage network, this has not totally resolved the flow issues.~~
- ~~6.6. The Highways Authority (Norfolk County Council) have been working with Anglian Water, and are progressing the removal of two surface water drainage gullies from the Anglian water sewerage system.~~
- ~~6.7. Anglian Water are progressing the building of a hydraulic model to better understand the flow and capacity within the system. This is due for completion at the end of the 2016-17 financial year.~~
- ~~6.8. This scheme is ongoing and will inform further remedial works upon the network. A subsequent period of 12 months of monitoring of flows to assess the efficacy of the scheme and whether there is capacity to accept additional flows will be required by the Environment Agency.~~

## **7. Implications for Development in Horning**

Whilst flows to the Water Recycling Centre remain high, measures to reduce existing flows and prevent additional flows to the catchment need to be taken. Development that could increase the flows to the Water Recycling Centre therefore needs to be avoided. All opportunities to prevent and reduce clean surface, ground or fluvial water entering the sewage system also need to be taken.

New developments or changes to existing properties (commercial or domestic) that could increase foul water flows to the Horning WRC will not be looked upon favourably by the EA ~~and LPAs, Anglian Water or the undersigned~~ until the excessive flows to the Centre have been addressed with confidence, or if further innovations in technology and permitting are introduced. ~~It is considered that 12 months worth of the continuously collected flow monitoring data from the WRC, will provide enough evidence to determine the effectiveness of each tranche of works upon the system, and allow review of the acceptability of development.~~

This means that there will be a presumption against developments that increase flows to the WRC ~~in the short term~~. Similarly, there will be a presumption against developments that rely upon stand-alone foul water treatment solutions in sewerred areas as they too have the potential to adversely affect water quality and are not subject to the environmental monitoring of a regulated water company. Rules in respect of permitting stand-alone foul water treatment solutions can be found at the following link:

General binding rules: small sewage discharge to a surface water - GOV.UK ([www.gov.uk](http://www.gov.uk))

~~The capacity that the infiltration scheme will free up at the WRC is difficult to predict and so the quantum of development that will be able to come forward in the future is currently unknown.~~

We ([LPAs and Environment Agency](#)) are keen to ensure the water infrastructure is adequately considered upfront without unduly blocking development, whilst continuing to safeguard Habitats Directive sites, and meet the objectives of the Water Framework Directive. [AWS have committed to address a number of issues, as detailed in their Horning Statement of Fact \(see Appendix 2\) and are committed to discuss with the EA in seeking further possible interventions in order to regain WRC compliance and the operation of the public sewer network.](#)

Developers will need to engage with relevant parties in order to identify and progress ~~solutions~~ [possible interventions](#); indeed AWS, [the LPAs](#) and EA actively encourage pre-application discussions. [Developers will need to engage with relevant parties in order to identify possible interventions that can ensure no potential net addition to foul water flows.](#) [AWS, the LPAs and EA encourage pre-application discussions.](#)

We are committed to work with all parties to progress solutions to enable development in Horning.

This position statement will be reviewed ~~after each tranche of works on the system, and again after the collection of 12 months post-works data~~ [every 12 months.](#)

xxx

Jo Firth

Sustainable Places Team Leader

Environment Agency

xxx

Russell Williams

Assistant Director

of Planning

North Norfolk District Council

xxx

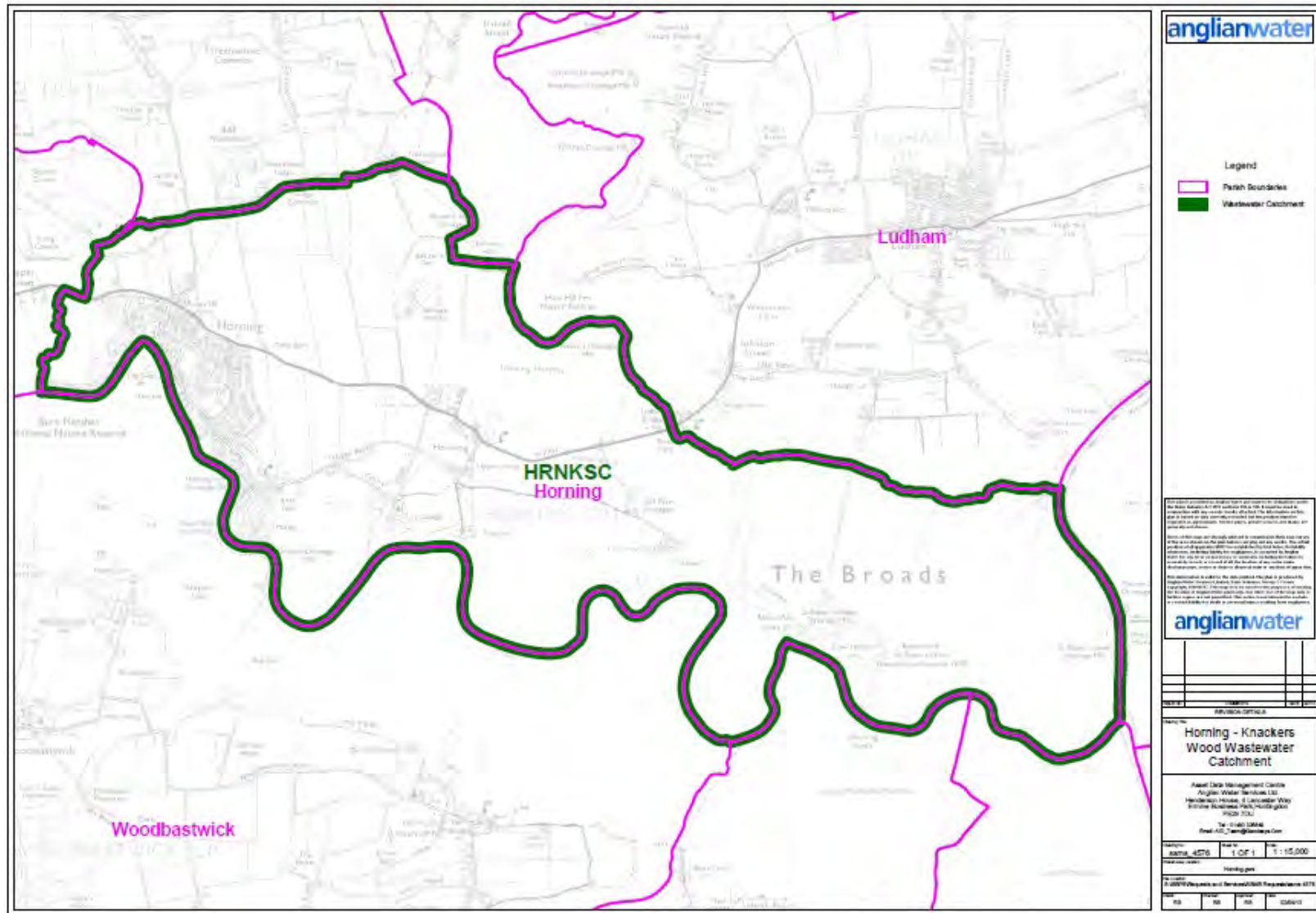
Cally Smith

Head of Planning

Broads Authority



## Appendix 1: Horning Knackers Wood Water Recycling Centre Catchment



**Appendix 2: Statement of Fact, Anglian Water Services, February 2022.**

(see appendix to the Planning Committee report – the Statement of Fact will be appended to this statement before publishing it on the website)



**Joint Position Statement on Development  
in the Horning Knackers Wood Water Recycling Centre Catchment**

**Date August 2023**

**Prepared by  
the Broads Authority, North Norfolk District Council and the Environment Agency.**

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**1. Introduction**

- 1.1. This statement has been prepared to support Local Planning Authorities in their decision making on development in Horning, North Norfolk. This is an update from the previous Joint Position Statement that was adopted/endorsed in 2017.

**2. Background**

- 2.1. Horning Knackers Wood Water Recycling Centre discharges to the River Bure. In doing so, this Water Recycling Centre (WRC) contributes nutrient loads to the downstream watercourses as well as to the Bure Broads and Marshes Site of Special Scientific Interest (SSSI), a component of the Broads Special Area of Conservation (SAC)/ Broadland Special Protection Area (SPA).
- 2.2. Concerns regarding development in the catchment of the WRC ([Appendix 1](#)) relates to the potential impact of rising nutrient loads on the river and sensitive downstream receptors and excess flows caused from water ingress into the system (from surface water, river over topping and the resultant groundwater infiltration which is compounded through defects in the public and private network). The environmental permit limits for Knackers Wood WRC are set to preserve the quality

of water in the watercourse downstream of the discharge point both to ensure that there is no deterioration in Water Framework Directive status and that decisions support measures to help the waterbody to achieve good ecological potential, nor deterioration in Conservation Objectives. The permit limits are several, set against modelled conditions specific to that waterbody and interdependent with each other. Currently, one of the permit limits, Dry Weather Flow is in exceedance by a significant amount. At present, the section of the river Bure that receives the discharge from Knackers Wood has an overall WFD status of 'moderate' and also 'moderate' for ecological potential. As a minimum, our objectives are to ensure that there is no deterioration in water quality in the river and that the water quality thresholds set out in the Conservation Objectives for European protected sites continue to be met or bettered. Further details on the needs of the European Site are available from Natural England.

2.3. The pressures caused by excessive volume puts river water quality at risk in two main ways:

- a) Clean groundwater and surface water will be mixed with foul water which is then treated to the discharge concentration expected for a normal foul water flow. This has the potential to increase the concentrations of nutrient load in the waterbody. To illustrate this, where a water company wants to increase its volumetric flow, its sanitary permit is tightened requiring physical alterations to the WRC to remove a greater proportion of nutrients.
- b) WRCs have storm water tanks which are there to store excess foul water flows in storm conditions to be treated when capacity is available and to prevent the WRC being overwhelmed and discharging untreated foul water into rivers. The size of the storm water tanks is set based on the permitted volumetric flow. At Horning WRC, the stormwater storage capacity is being taken up by the excessive flows even in normal weather which leaves little capacity for storms. This increases the risk of untreated foul water being discharged in the Bure. This is a significant threat to water quality and the 'no deterioration' objectives.

2.4. The environmental permit issued in respect of the discharge to the river has two elements: the sanitary permit and the volumetric permit. Both elements are set by the Environment Agency (EA) at a level to ensure that the discharge to the river Bure does not cause deterioration of the Water Framework Directive classification of that waterbody and support the objectives of the River Basin Management Plan. The volumetric permit is set both to ensure that the total chemical and bacterial loading does not exceed safe limits and that stormwater capacity designed to prevent discharge of untreated foul water into the river is not overloaded. **Horning Knackers Wood WRC is in protracted exceedance of the volumetric permit due to the continued ingress of surface and groundwater.**

### 3. Anglian Water Services' Stance

- 3.1. Anglian Water (AW) formally withdrew from the 2017 Horning Position Statement in April 2022 and issued a Statement of Fact which updated their position in relation to new development and their continued commitments and liabilities around operation and maintenance of the public sewer network in Horning.

*'Since the 2017 Position Statement we have undertaken investigations and work to protect our assets from river flooding and surface water entering the foul system. There is no single engineering solution which can be provided by Anglian Water and the issues being experienced primarily relate to continued infiltration and inundation.*

*We have published the Horning Statement of Fact (see Appendix 2), which sets out the investigation and work we have undertaken to date and how we will respond to new development proposals within the Horning WRC catchment.*

*We are committed to engaging with key stakeholders going forward and will update the Statement of Fact as and when needed'.*

### 4. Policy Background

- 4.1. Policy HOR6 of the [North Norfolk Site Allocations DPD](#) (February 2011) states that development will be required to 'demonstrate that there is adequate capacity in sewage treatment works and no adverse effect from water quality impacts on European Wildlife Sites.'
- 4.2. It should be noted that at the time of drafting, an updated North Norfolk Local Plan was submitted for examination. That document will replace the 2011 Site Allocations DPD once adopted. In the emerging Plan there are no specific site allocations identified in Horning, but the issues identified are incorporated into policies: CC7; Flood Risk & Surface Water Drainage and CC13; Protecting Environmental Quality and relevant proposals will need to demonstrate adequate water treatment and disposal exists or can be provided in time to serve any proposal. Proposals will need to comply with statutory environmental quality standards and demonstrate, individually or cumulatively, that any development would not give rise to adverse impacts on the natural environment, including water quality.
- 4.3. Policy DM2 of the Local Plan for the Broads (adopted 2019) says *'To ensure the protection of designated sites, no new development that increases foul water flows requiring connection to the public foul drainage system within the Horning Knackers Wood Catchment will be permitted, until it is confirmed that capacity is available within the foul sewerage network and at the Water Recycling Centre to serve the proposed development'.*

## **5. Local Authority Responsibilities**

- 5.1. The legal framework for the protection, improvement and sustainable use of waters is provided by the Water Framework Directive (WFD) which was enacted into UK law in December 2003. Since the UK left the EU, all European laws were transposed into UK Law.
- 5.2. Under the UK Regulations, local authorities must have regard to the Plans developed to deliver the Regulations in exercising their functions. This means that they need to reflect the priorities and objectives (as described above) in local planning policies, infrastructure delivery plans and in the determination of individual planning applications. With regards to development in the Horning catchment, the main priorities and objectives are to ensure no deterioration and seek an improvement in river water quality and to meet the Conservation Objectives for the Bure Broads and Marshes SSSI/ SAC/ SPA.
- 5.3. Local authorities and other public bodies are also required to provide information and “such assistance as the EA may reasonably seek in connection with its WFD function.
- 5.4. The WFD was incorporated into UK law separately as The Water Environment (Water Framework Directive) (England and Wales) Regulations 2017. Local authorities, along with other public bodies, have a general responsibility not to compromise the achievement of compliance with relevant EU Directives and the Water Environment Regulations (2017); if we don’t comply with the requirements then it is contravention of our own law.
- 5.5. The Localism Act also sets out the duty to cooperate, which requires local planning authorities to co-operate on cross-boundary planning issues, including, as stated in the National Planning Policy Framework, the provision of infrastructure for water resources and water quality, as well as climate change adaptation and conservation and enhancement of the natural environment.

## **6. Horning Water Recycling Centre**

- 6.1. The EA has confirmed that Horning Knackers Wood WRC is exceeding its permitted volumetric flow and therefore does not currently have capacity to accommodate further foul flows. This means an increased risk of further nutrient loading to the river and therefore deterioration in water quality. There is also increased risk of sewer flooding.
- 6.2. Anglian Water Services (AWS) have undertaken investigations to identify why the WRC is receiving excessive flows. They concluded that due to its location and proximity to the Broads, the sewerage system in Horning has long had an issue with the ingress of water, either from groundwater infiltration, where water seeps into underground pipework, or from surface water from street drainage and similar, or

and from fluvial water, when the Broads over tops into the streets of Horning and subsequently floods via manholes into the sewerage system. Investigations found that ground conditions in this area are the cause of structural failures of both the public sewerage network managed by AW and the further privately-owned drainage network, which when combined with the permanently high-water table results in a high level of groundwater infiltration. It should be noted that much of this excess surface water ingress is not intentionally connected but enters the system through defects and overland flooding.

**6.3.** For more details on these investigations and also the actions AWS have undertaken, along with the commitment next steps, please see [Appendix 2](#).

## **7. Implications for Development in Horning**

- 7.1. Whilst flows to the WRC remain high, measures to reduce existing flows and prevent additional flows to the catchment need to be taken. Development that could increase the flows to the WRC therefore needs to be avoided. All opportunities to prevent and reduce clean surface, ground or fluvial water entering the sewage system also need to be taken.
- 7.2. New developments or changes to existing properties (commercial or domestic) that could increase foul water flows to the Horning WRC will not be looked upon favourably by the EA and LPAs, until the excessive flows to the Centre have been addressed with confidence, or if further innovations in technology and permitting are introduced.
- 7.3. This means that there will be a presumption against developments that increase flows to the WRC. Similarly, there will be a presumption against developments that rely upon stand-alone foul water treatment solutions in sewered areas as they too have the potential to adversely affect water quality and are not subject to the environmental monitoring of a regulated water company. Rules in respect of permitting stand-alone foul water treatment solutions can be found at the following link: [General binding rules: small sewage discharge to a surface water - GOV.UK](https://www.gov.uk/guidance/general-binding-rules-small-sewage-discharge-to-a-surface-water) ([www.gov.uk](https://www.gov.uk))
- 7.4. We (LPAs and EA) are keen to ensure the water infrastructure is adequately considered upfront without unduly blocking development, whilst continuing to safeguard Habitats Directive sites, and meet the objectives of the Water Framework Directive. AWS have committed to address a number of issues, as detailed in their Horning Statement of Fact (see [Appendix 2](#)) and are committed to discuss with the EA in seeking further possible interventions in order to regain WRC compliance and the operation of the public sewer network.
- 7.5. Developers will need to engage with relevant parties in order to identify and progress possible interventions; indeed AWS, the LPAs and EA actively encourage

pre-application discussions. Developers will need to engage with relevant parties in order to identify possible interventions that can ensure no potential net addition to foul water flows. AWS, the LPAs and EA encourage pre-application discussions.

7.6. We are committed to work with all parties to progress solutions to enable development in Horning.

7.7. This position statement will be reviewed every 12 months.

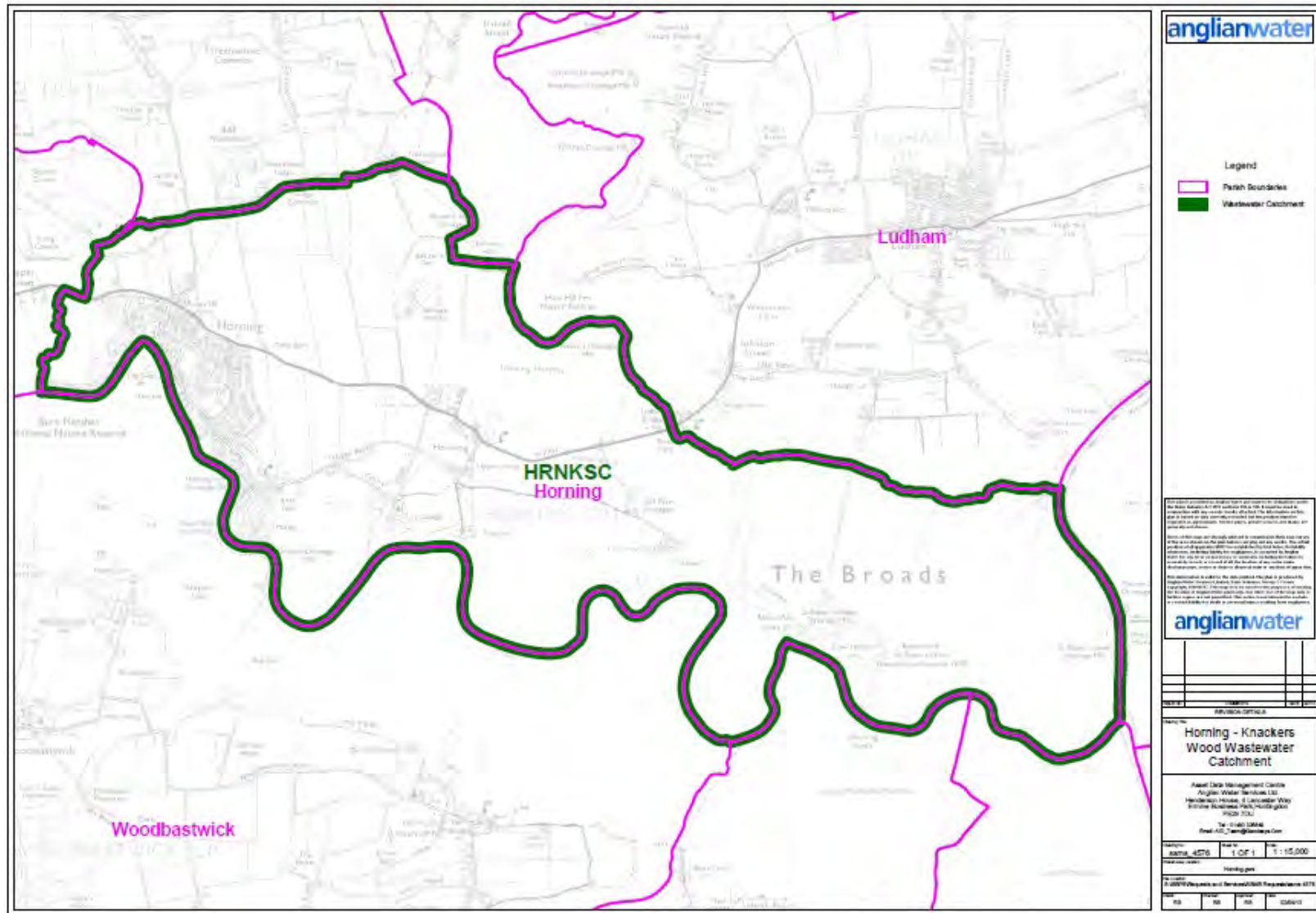
xxx  
Jo Firth  
Sustainable Places Team Leader  
Environment Agency

xxx  
Russell Williams  
Assistant Director of Planning  
North Norfolk District Council

xxx  
Cally Smith  
Head of Planning  
Broads Authority



## Appendix 1: Horning Knackers Wood Water Recycling Centre Catchment



**Appendix 2: Statement of Fact, Anglian Water Services, February 2022.**

(see appendix to the Planning Committee report – the Statement of Fact will be appended to this statement before publishing it on the website)

## Summary

A conventional sewerage network in the Riverside area of Horning has proven to be unsustainable due to changes in ground conditions and prevailing hydrology in the area. Ground conditions in this area are the cause of structural failures of both the public sewerage network managed by Anglian Water and privately-owned drainage network. Soil in the area is predominantly peat over laying crag (sand and gravel), which is porous and has low cohesion and as such is subject to continual movement. This results in displaced pipe joints and collapse due to lack of ground support. This is endemic in the area and will affect both the public sewerage and private networks. When combined with the permanently high-water table this results in a high level of groundwater infiltration.

Also, in times of river flooding much of the area is underwater resulting in inundation to the public and private foul water drainage networks through multiple and various points. It should be noted that much of this excess surface water ingress is not intentionally connected but enters the system through defects and overland flooding.

## Horning Knackers Wood Water Recycling Centre (WRC)

The river flooding and groundwater infiltration into the network results in the WRC being flow non-compliant. However, an assessment of legitimate flows to the WRC based on the potable water supplied to the area and the population it serves, shows the WRC would be compliant with its permit without the excess surface water ingress. If circumstances allowed for the foul water sewerage network to operate within the intended parameters, the WRC would be compliant with its permit.

## Historic Investigations and Works

DATE	INVESTIGATIONS AND WORKS BY ANGLIAN WATER
2000	Groundwater/surface water Infiltration along Ferry View Road found that large scale groundwater/surface water inundation was present as a result of damage to private laterals.
2002	CCTV survey was undertaken.
2014	Sewer rehabilitation scheme completed.
2015	Excess flows still an issue at Ferry View Terminal Pumping Station.
2016	Survey identified infiltration into both public and private systems together with surface water connections.
2017	Horning Flooding Assessment undertaken – conclusion; continued settlement of the ground leads to more operational issues.
2018	Horning Road sewer collapse, refurbishment of subsided sewer on Ferry Road completed Feb 2018.
2018	Requests made to property owners to remove surface water connections.
July 2021	CCTV surveyed the sewers connecting in Ferry View Road and Ferry Road.
Aug 2021	Further survey work in Ferry View Road.
2022 – Jul 2023	Works undertaken to address infiltration and surface water inundation has included: <ul style="list-style-type: none"> <li>extensive repairs on a manhole on Ferry View Road to prevent persistent infiltration.</li> </ul>

DATE	INVESTIGATIONS AND WORKS BY ANGLIAN WATER
	<ul style="list-style-type: none"> <li>• We identified and contributed to the repair of a private lateral drain that was found to be disconnected and was being inundated by river water.</li> <li>• On Ferry Cott Lane and Ferry Road three manholes have been internally sealed to prevent infiltration into the network.</li> <li>• Re-laid 60m of new sewer from Ferry View</li> </ul>

### Rainfall Data

From the investigations completed it is likely that the amount of rainfall is not the most significant influence on the sewerage system. There are some direct surface water connections to the foul water network, however, the impact of these is insignificant compared to the impact of river/ground water infiltration.

### Groundwater Levels

The groundwater level is directly linked to the river level. Much of the public sewerage network is below the low water level of the river and the surrounding soil type is porous

### Highway Drainage

The road gully on Ferry Road is connected to the foul sewer. Various discussions have taken place with the Norfolk County Council as Local Highway Authority and Lead Local Flood Authority, North Norfolk District Council as Local Planning Authority, businesses and the Environment Agency regarding its removal. The highway at this location is unadopted and the ownership of the gully has not been established.

### Long-term Flooding Vulnerability

Climate change observation and predictions indicate increases in high river levels and the frequency of high flow conditions. This will expose more of the FW networks to surface water inundation and may also increase ground movement around pipework, leading to more points of infiltration.

### Next Steps

Despite the investigations and works undertaken by Anglian Water to date, the WRC remains uncompliant with the Dry Weather Flow permit for the WRC. Anglian Water will continue to operate and maintain the public sewerage network in Horning and will respond to loss of services as appropriate. We will continue to discuss with the Environment Agency and look at other possible interventions in relation to WRC compliance and the operation of the public sewerage network. Remaining works to be undertaken:

- Ferry View Road:
  - Inspect and repair any damaged lateral connections
  - Patch repair to be installed to prevent infiltration at joint in sewer
  - Ferry View Road Pumping Station - Raise cover level and install new sealed cover of wet well
- Ferry Road:
  - Disconnect surface water road gully from the foul system to ensure it flows out to the Broads

Our Water Recycling Long Term Plan (WRLTP) outlined a scheme, then proposed in business plan, to increase dry weather flow (DWF) at Horning Knackers Wood WRC. However, this will not improve the existing issues of infiltration. Consequently, we have not committed to the increase of DWF at the WRC, as we need to understand the impact of the infiltration removal work to be able to correctly design for the increase in capacity. The Drainage and Wastewater Management Plan 2025-2050 (DWMP) identifies a medium term need to apply for a new permit, once all infiltration removal solutions have been pursued. Anglian Water is continuing to investigate potential solutions at the WRC to realise the strategies identified in the DWMP

However, as the issues are predominantly related to river flooding, it involves assets outside of our ownership and prevailing environmental conditions that compromise standard drainage techniques / practices. Therefore, there is no immediate engineering solution available to Anglian Water that can provide effective mitigation of the impact of the excess surface water ingress. Furthermore, Anglian Water does not have the remit under Water Industry Act 1991 to entirely fund all solutions.

# Planning Committee

18 August 2023

Agenda item number 16

## Local Plan for the Broads- Preferred Options- Bitesize pieces

Report by Planning Policy Officer

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### Summary

This report introduces some new or amended policies that are proposed to form part of the Preferred Options version of the Local Plan. The policies are relating to the historic environment, landscape, residential development as well as some site policies.

### Recommendation

Members' comments on the policies are requested.

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## 1. Introduction

- 1.1. The first stage of the production of the Local Plan is the preparation of the Issues and Options. These were presented to Members in 'bite size pieces' over a number of months, rather than as a complete document of Issues and Options. The production stages of the Issues and Options are now complete and work has begun on the Preferred Options version, which will contain proposed policies. This will also be presented in 'bitesize pieces'.
- 1.2. This report introduces some amended or new policies for Members to consider for inclusion in the Preferred Options version of the Local Plan.
- 1.3. It is important to note that until such time as the Local Plan is adopted, our current policies are still in place and will be used to guide and determine planning applications.
- 1.4. Members' comments are requested on the policies and amendments. The policies considered in this report cover the historic environment, landscape and residential development as well as some site policies.

Author: Natalie Beal

Date of report: 03 August 2023

Appendix 1: EV charging points design

Appendix 2: Policy DIL 1: Dilham Marina (Tyler's Cut Moorings)

Appendix 3: Landscape character

Appendix 4: Policy DM37: New residential moorings

Appendix 5: Policy DM39: Residential ancillary accommodation

Appendix 6: Policy DM40: Replacement dwellings

Appendix 7: Policy GTY1: Marina Quays (Port of Yarmouth Marina)

Appendix 8: Policy HOV1: Green infrastructure

Appendix 9: Policy HOV4: BeWILDerwood Adventure Park

Appendix 10: Policy NOR2: Riverside walk and cycle path

Appendix 11: Policy SP5: Historic Environment

Appendix 12: Policy SSSTAITHES: Staithes



## Local Plan for the Broads - Review

### Preferred Options bitesize pieces

August 2023

#### Electric Vehicle Charging Points - updated

#### 1 Information for Members

2 Members have previously seen a policy on EV charging points – Appendix 8 of June’s [Local Plan - Preferred Options - bitesize pieces \(broads-authority.gov.uk\)](#)

4 Following internal discussions, as well as discussion with colleagues in other dark sky areas and  
5 lighting experts, it seems there could be a need for the policy to also cover the design and lighting  
6 associated with EV points. The previous policy has therefore been updated to include these  
7 elements.

8 The following policy is proposed. The new sections are underlined and the text relating to fire  
9 hazard and location of EV points, that has previously been to Members, is also included in this policy.

#### 10 Proposed policy

This is a proposed draft section/policy for the Preferred Options Local Plan. Member’s comments and thoughts are requested.

There is an assessment against the UN Sustainable Development Goals at the end of the policy.

The proposed Sustainability Appraisal of the policy is included at the end of the document. This would not be included in the Preferred Options Local Plan itself; this table would be part of the Preferred Options Sustainability Appraisal but is included here to show how the policy and options are rated.

This is a new policy and will only take effect once the Local Plan is adopted.

#### 11 Policy PODMxx: Electric Vehicle (EV) Charging Points – fire safety, design, location and lighting.

- 12 1. Proposals that include the installation of electric vehicle charging points are welcome,  
13 but they need to consider the location, design and lighting of such charging points. In  
14 terms of the charging infrastructure, the location, design and any lighting associated  
15 with the charging points will be key considerations.

#### 16 Location

- 17 2. Electric vehicle charging points should be placed where the impact of any vehicle or  
18 battery igniting/vapour cloud explosion hazard is minimal and to some extent, deemed  
19 acceptable. Considerations may include the risk of the spread of fire, and if the fire  
20 would prevent escape.



3. In terms of electric scooter or bicycle charging, provision in a suitable location for charging of these batteries should be included in a scheme and should be placed where the impact of any vehicle or battery igniting/vapour cloud explosion hazard is minimal and to some extent, deemed acceptable. Considerations may include the risk of the spread of fire, and if the fire would prevent escape.

4. EV charging points will be located where they do not cause a hazard or obstruct access. This includes how cables will be laid between the charging point and vehicle.

### **Design and lighting**

5. EV charging infrastructure will be designed and located to not negatively impact the townscape, landscape, and dark skies of the Broads.

6. Fundamentally, in line with policy xx on dark skies, dark skies will be protected, and light pollution associated with units not permitted.

7. Schemes will be required to provide information about how they are to look at night, showing lighting of the units as well as other related lighting.

### **Reasoned justification**

EV charging points for vehicles on land and water are generally welcomed and supported in the Broads, subject to appropriate location, lighting and design.

### **Light pollution**

The Broads has good dark skies. Different types of EV charging units have varying levels of light associated with them. The units installed in the Broads must address light pollution, comply with policy DMxx and protect the dark skies of the Broads. Planning applications must show the lighting associated with any units proposed to be installed.

### **Trip hazards and obstacles**

EV charging units need to be sensibly and considerately located so as to not cause difficulties for those wishing to pass by where they are to be located. Indeed, the cables that link the charging points to the vehicle that is charged are part of this consideration.

### **Design**

Other than lighting, the choice of style of EV charging point needs to be acceptable in terms of design and bulk and scale for the use and its location, particularly taking into account the historic environment and landscape and townscape character.

### **Fire Hazard**

The risks of an electric vehicle fire are that:

1. It occurs very rapidly without much warning;
2. The fires are very hot and intense and cannot be easily extinguished and can reignite; and
3. The nature of the thermal runaway process is that a lot of very dangerous smoke is produced.

Electric vehicle fires can occur when a battery is damaged, or if there is overcharging. Overcharging should be prevented by software and some technical blocks. However;

- a) Software can fail
- b) If a battery is used with a charger that doesn't match the battery chemistry, it can cause a failure.

At the time of writing, whilst there are regulations addressing the number of charging points for certain developments<sup>1</sup> (and hence no policy is included in the Local Plan relating to that issue), there are no regulations that raise or address the fire risk of electric vehicles. As such, the Authority includes a related policy to ensure applicants consider the location of charging points. If, during the production of this Local Plan, regulations are put in place that address the locations of charging points, the policy may not be required.

When considering the location of electric charging points, applicants should think about where is best should the battery/vehicle ignite. It is recommended that this is ideally away from property, and not inside a residential house.

The other safety issue highlighted in this policy is charging of e-bikes and e-scooters. A half kWh battery for example can produce 3000L of smoke very quickly, and is powerful enough to devastate a house. A particular concern is the charging of e-scooters and e-bikes in access areas. Provision for charging of such batteries, again in an area where it is deemed acceptable if they were to ignite, should be considered.

#### **Reasonable alternative options**

- a) No policy

#### **Sustainability appraisal summary**

The two options (of no policy and the preferred option) have been assessed in the SA. The following is a summary.

A: No policy	0 positives. 0 negatives. 6 ?
B: Preferred Option	6 positives. 0 negatives. 0 ? Overall, positive.

#### **Why have the alternative options been discounted?**

Given the move towards electric vehicles, given the Building Regulations standard in terms of how many and on what property type, but no regulations relating to fire impact and given the issue of batteries/vehicles igniting, a Local Plan response is deemed reasonable and preferred. Further, with some designs of EV charging points having lighting associated with them, the impact on the dark skies is an important consideration. The design and location elements of the policy are favoured because of the potential for impact on the historic environment, townscape and landscape as well as the potential for units and cables to be obstacles.

#### **UN Sustainable Development Goals check**

This policy meets these [UN SD Goals](#):

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<sup>1</sup> [Infrastructure for charging electric vehicles: Approved Document S - GOV.UK \(www.gov.uk\)](#).

**3** GOOD HEALTH  
AND WELL-BEING



**13** CLIMATE  
ACTION



## **Sustainability Appraisal**

### **SA objectives:**

- ENV1: To reduce the adverse effects of traffic (on roads and water).
- ENV2: To safeguard a sustainable supply of water, to protect and improve water quality and to use water efficiently.
- ENV3: To protect and enhance biodiversity and geodiversity.
- ENV4: To conserve and enhance the quality and local distinctiveness of landscapes and towns/villages.
- ENV5: To adapt, become resilient and mitigate against the impacts of climate change
- ENV6: To avoid, reduce and manage flood risk and to become more resilient to flood risk and coastal change.
- ENV7: To manage resources sustainably through the effective use of land, energy and materials.
- ENV8: To minimise the production and impacts of waste through reducing what is wasted, and re-using and recycling what is left.
- ENV9: To conserve and enhance the cultural heritage, historic environment, heritage assets and their settings
- ENV10: To achieve the highest quality of design that is innovative, imaginable, and sustainable and reflects local distinctiveness.
- ENV11: To improve air quality and minimise noise, vibration and light pollution.
- ENV12: To increase the proportion of energy generated through renewable/low carbon processes without unacceptable adverse impacts to/on the Broads landscape
- SOC1: To improve the health and wellbeing of the population and promote a healthy lifestyle.
- SOC2: To reduce poverty, inequality and social exclusion.
- SOC3: To improve education and skills including those related to local traditional industries.
- SOC4: To enable suitable stock of housing meeting local needs including affordability.
- SOC5: To maximise opportunities for new/ additional employment
- SOC6: To improve the quality, range and accessibility of community services and facilities and to ensure new development is sustainability located with good access by means other than a private car to a range of community services and facilities.
- SOC7: To build community identity, improve social welfare and reduce crime and anti-social activity.
- ECO1: To support a flourishing and sustainable economy and improve economic performance in rural areas.
- ECO2: To ensure the economy actively contributes to social and environmental well-being.
- ECO3: To offer opportunities for Tourism and recreation in a way that helps the economy, society and the environment.

## Assessment of policy

		A: No policy	B: Preferred Option
ENV1		Not having a policy does not mean that these issues will not be considered or addressed. A policy does however provide more certainty.	
ENV2			
ENV3			
ENV4	?		+ Policy talks of location and design to reflect the local land and townscape.
ENV5	?		+ EV charging points are seen as part of the pathway to Net Zero.
ENV6			
ENV7			
ENV8			
ENV9	?		+ Policy talks of location and design to reflect the historic environment.
ENV10	?		+ The policy refers to the importance of design of the units.
ENV11	?		+ Light pollution is an important consideration in the policy.
ENV12			
SOC1	?		+ Fundamentally, the policy would hopefully result in fewer fires with devastating outcomes. Also, trip hazards are a consideration.
SOC2			
SOC3			
SOC4			
SOC5			
SOC6			
SOC7			
ECO1			
ECO2			
ECO3			



**Local Plan for the Broads - Review**  
**Preferred Options bitesize pieces**  
**August 2023**

**Sites Specifics – Dilham**

This is a proposed draft section/policy for the Preferred Options Local Plan. Member's comments and thoughts are requested. This policy is already in the local plan, but some amendments are proposed.

Amendments to improve the policy are shown as follows: ~~text to be removed~~ and added text.

There is an assessment against the UN Sustainable Development Goals at the end of the policy.

The proposed Sustainability Appraisal of the policy is included at the end of the document. This would not be included in the Preferred Options Local Plan itself; this table would be part of the Preferred Options Sustainability Appraisal, but is included here to show how the policy and options are rated.

The currently adopted policy remains in place – these are proposed amendments and this section will form part of the Preferred Options version of the Local Plan.

**Policy PODIL 1: Dilham Marina (Tyler's Cut Moorings)**

**Policy Map 6 DILHAM (broads-authority.gov.uk)**

1. The continued use of this area for mooring of boats and uses incidental to that activity will be supported, and the semi-natural quality of the area retained.
2. The defined area will be kept generally free of buildings and above ground structures.
3. Provision of unobtrusive moorings, steps, ramps and small-scale storage lockers, for use incidental to the enjoyment of the moorings, may be permitted, subject to design and location. ~~will be permitted~~.
4. Residential moorings will not be permitted, as per locational criteria set out in the residential moorings policy DMxx.
5. The dark skies of the area will be protected in line with policy DMxx.
6. A predominantly green and semi-natural appearance of the area will be retained. The management and renewal of trees and other planting will be supported in a way which gives due regard to navigation and facilitates security and the enjoyment of the moorings, while also supporting wildlife and enhancing the landscape and visual amenity of the area.
7. The permanent or seasonal occupation of the land, vehicles, boats, etc., or the long-term stationing of caravans, will not be permitted.

17 Constraints and features

- 18 • Flood risk (site partly in zone 2, and indicative 3b by SFRA 2017 mapping).
- 19 • The area is close upstream from SSSI, SAC, SPA, and Ramsar site.
- 20 • [Dark sky zone 2.](#)

21 Reasoned Justification

22 This policy is intended to retain the existing positive qualities and facilities of the area, and harmonise its

23 policy treatment with similar mooring areas across the Broads. While it provides valuable mooring facilities,

24 there is a perceived need to control ancillary development, and this is best achieved by applying a similar

25 policy to those for other mooring areas in the Broads, but with specific reference to the importance of the

26 semi-natural quality of this area.

27 The site is at risk of flooding, but the Environment Agency supports both the current use and restriction on

28 permanent and seasonal occupation.

29 Applicants are directed to the Authority's adopted Mooring Design Guidance<sup>1</sup>.

30 **Reasonable alternative options**

- 31 a) No policy
- 32 b) Original policy

33 **Sustainability appraisal summary**

34 The options (of the preferred policy, original policy and no policy) have been assessed in the SA.

35 The following is a summary.

A: No policy	0 positives. 0 negatives. 2 ?
B: Preferred Option	2 positives. 0 negatives. 0 ? Overall, positive.
C: Original policy	1 positives. 0 negatives. 0 ? Overall, positive.

36 **How has the existing policy been used since adoption in May 2019?**

37 According to recent Annual Monitoring Reports, the policy has not been used.

38 **Why has the alternative option been discounted?**

39 The cross reference to dark skies and residential moorings policies are favoured in order to help

40 guide what can happen at this site.

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<sup>1</sup> [Mooring design guide \(broads-authority.gov.uk\)](https://broads-authority.gov.uk/mooring-design-guide)

## Sustainability Appraisal

### SA objectives:

- ENV1: To reduce the adverse effects of traffic (on roads and water).
- ENV2: To safeguard a sustainable supply of water, to protect and improve water quality and to use water efficiently.
- ENV3: To protect and enhance biodiversity and geodiversity.
- ENV4: To conserve and enhance the quality and local distinctiveness of landscapes and towns/villages.
- ENV5: To adapt, become resilient and mitigate against the impacts of climate change
- ENV6: To avoid, reduce and manage flood risk and to become more resilient to flood risk and coastal change.
- ENV7: To manage resources sustainably through the effective use of land, energy and materials.
- ENV8: To minimise the production and impacts of waste through reducing what is wasted, and re-using and recycling what is left.
- ENV9: To conserve and enhance the cultural heritage, historic environment, heritage assets and their settings
- ENV10: To achieve the highest quality of design that is innovative, imaginable, and sustainable and reflects local distinctiveness.
- ENV11: To improve air quality and minimise noise, vibration and light pollution.
- ENV12: To increase the proportion of energy generated through renewable/low carbon processes without unacceptable adverse impacts to/on the Broads landscape
- SOC1: To improve the health and wellbeing of the population and promote a healthy lifestyle.
- SOC2: To reduce poverty, inequality and social exclusion.
- SOC3: To improve education and skills including those related to local traditional industries.
- SOC4: To enable suitable stock of housing meeting local needs including affordability.
- SOC5: To maximise opportunities for new/ additional employment
- SOC6: To improve the quality, range and accessibility of community services and facilities and to ensure new development is sustainability located with good access by means other than a private car to a range of community services and facilities.
- SOC7: To build community identity, improve social welfare and reduce crime and anti-social activity.
- ECO1: To support a flourishing and sustainable economy and improve economic performance in rural areas.
- ECO2: To ensure the economy actively contributes to social and environmental well-being.
- ECO3: To offer opportunities for Tourism and recreation in a way that helps the economy, society and the environment.



## Assessment of policy

		A: No policy	B: Preferred Option	C: Original policy
ENV1		<p>Not having a policy does not mean that these issues will not be considered or addressed. A policy does however provide more certainty.</p>		
ENV2				
ENV3				
ENV4	?		<p>+</p> <p>Fundamentally, the policies requirements will help ensure the character of the area is maintained.</p>	<p>+</p> <p>Fundamentally, the policies requirements will help ensure the character of the area is maintained.</p>
ENV5				
ENV6				
ENV7				
ENV8				
ENV9				
ENV10				
ENV11	?			<p>+</p> <p>Policy refers to dark skies.</p>
ENV12				
SOC1				
SOC2				
SOC3				
SOC4				
SOC5				
SOC6				
SOC7				
ECO1				
ECO2				
ECO3				



**Local Plan for the Broads - Review**  
**Preferred Options bitesize pieces**  
**August 2023**

**Landscape Character**

This is a proposed draft section/policy for the Preferred Options Local Plan. Member's comments and thoughts are requested. This policy is already in the local plan, but some amendments are proposed.

Amendments to improve the policy are shown as follows: ~~text to be removed~~ and added text.

There is an assessment against the UN Sustainable Development Goals at the end of the policy.

The proposed Sustainability Appraisal of the policy is included at the end of the document. This would not be included in the Preferred Options Local Plan itself; this table would be part of the Preferred Options Sustainability Appraisal but is included here to show how the policy and options are rated.

The currently adopted policy remains in place – these are proposed amendments and this section will form part of the Preferred Options version of the Local Plan.

**Policy SP7: Landscape character**

1. The high quality, diverse and distinct landscapes and seascapes of the Broads will be conserved and enhanced.
2. Development proposals will ensure that the location or intensity of the use or activity is appropriate to the character and appearance of the Broads and pay particular attention to the defining and distinctive qualities of the varied positive landscape character areas and the character, appearance and integrity of the historic and cultural environment.

Reasoned Justification

Landscape means an area as perceived by people, whose character is the result of the action and interaction of natural and/or human factors (definition from the European Landscape Convention).

The quality and uniqueness of the landscape, both visually and historically, are central to the attractiveness, distinctiveness and diversity of the Broads. It has high economic and cultural value and is a major draw for visitors to the area. The Authority recognises the need for a 'living landscape', with development necessary to support local communities and the economy being permitted, subject to policies that protect and enhance the essential qualities of the landscape, since it is that landscape which provides the basis of their livelihoods.

While the Broads landscape as a whole (including the land and waterways) is protected for its natural beauty and national significance, there are areas that have suffered from inappropriate

19 development or neglect and where landscape changes would be beneficial. The aim is to work with  
20 landowners and infrastructure providers to mitigate adverse impacts.

21 The term 'seascape' refers to the entire coastal landscape, as well as adjacent open water areas,  
22 including views from land to sea, from sea to land and along the coast part of the Broads.

23 **Reasonable alternative options**

24 a) The original policy, with no amendments.

25 b) No policy

26 **Sustainability appraisal summary**

27 The three options (of the amended policy, the original policy and no policy) have been assessed in  
28 the SA. The following is a summary.

A: No policy	0 positives. 0 negatives. 1 ?
B: Keep original policy	1 positives. 0 negatives. ? Overall, positive.
C: Preferred Option - amend policy.	1 positives. 0 negatives. 0 ? Overall, positive.

29 **How has the existing policy been used since adoption in May 2019?**

30 According to recent Annual Monitoring Reports, the policy has been used and applications have  
31 been determined in accordance with the policy.

32 **Why has the alternative option been discounted?**

33 With the Broads being a protected landscape, it is prudent to have a strategic policy relating to  
34 landscape. The additions to the original policy strengthen the policy.

35 **UN Sustainable Development Goals check**

36 This policy meets these [UN SD Goals](#):

37 None identified

## Policy DM16: Development and landscape

1. Development proposals which conserve and enhance the key landscape characteristics of the Broads and comply with other relevant policies, in particular Policy DM43 (design), will be permitted.
2. Development will not be permitted where it would have a significant adverse impact on the natural beauty and special qualities of the Broads, that cannot be adequately mitigated.
3. Planning applications shall clearly demonstrate that development proposals are informed by:
  - a) The Broads Landscape Character Assessment<sup>(2017<sup>1</sup> and/or Landscape Sensitivity Study<sup>2</sup> (or successor documents); and</sup>
  - b) Appropriate site-based investigations;
  - c) Relevant Planning Guides<sup>3</sup>; and
  - d) The Broads Authority Design Guide (xx or successor document)<sup>4</sup>.
4. The design, layout and scale of proposals shall conserve and enhance landscape features that are worthy of retention and that contribute positively to landscape features which typify the traditional characteristics of the area and safeguard the positive experiential and visual amenity qualities of the landscape.
5. Development proposals shall incorporate appropriate landscape enhancement and softening impact of development.
6. To reflect that the East of England is an area of water stress, new landscaping/planting is expected to follow sustainable planting principles and be adaptive to climate change and be water-smart: using plants that are not dependent on additional watering/do not require a large amount of water.
7. The restoration of landscapes will be sought where either natural or cultural heritage features of importance have been lost or degraded.
8. Opportunities to conserve, enhance and restore important landscapes, seascapes and their characteristics, including minimising existing visual detractors, will be encouraged.
9. Development proposals that would have an adverse impact on either the character of the immediate or the wider landscape or the special qualities of the Broads will not be permitted. Any development that could have adverse impact on landscape and or character should be accompanied by an LVIA or a Landscape Appraisal, and the scope of that would be determined by the Authority through consultation.
10. In exceptional circumstances (as determined by the Broads Authority), where the landscape, biodiversity, navigation, public interest, social or economic benefits of a proposal are ~~considered~~ demonstrated to outweigh the loss of a feature or the impact on landscape character or existing habitat, the development may be permitted subject to adequate

<sup>1</sup> [Landscape Character Assessment \(broads-authority.gov.uk\)](https://broads-authority.gov.uk)

<sup>2</sup> [Landscape Sensitivity Study \(broads-authority.gov.uk\)](https://broads-authority.gov.uk)

<sup>3</sup> [Broads planning guides \(broads-authority.gov.uk\)](https://broads-authority.gov.uk)

<sup>4</sup> ~~xxxxx~~

compensatory measures being implemented. However, wherever possible the design and layout of the development should be configured to make provision for the retention, enhancement or restoration of these features.

#### Reasoned Justification

Despite its distinctiveness, the landscape of the Broads is not homogeneous and there are some areas more able to accommodate change than others.

The Authority has undertaken a Landscape Character Assessment (LCA), which identifies 31 distinctive local character areas. The LCA provides information on the key characteristics that combine to give a particular area its unique sense of place, incorporating information on topography, land cover and important landscape features.

Where appropriate, development proposals will be expected to be accompanied by a landscaping strategy that assesses the impact of the proposal on the landscape and details the measures that will be implemented to mitigate any adverse impact.

~~Applications considered to be significant in terms of scale and/or impact should provide a Landscape and Visual Impact Assessment (informal or full LVIA) which assesses the impact of the development from a full range of viewpoints, including from the waterways, and is completed in accordance with the Guidelines for Landscape and Visual Impact Assessment, published by the Landscape Institute and Institute of Environmental Management and Assessments. Applicants will be advised at a pre-application stage whether a LVIA is likely to be required.~~

Applications considered to have potentially significant adverse impacts on landscape and visual amenity should be informed by a Landscape and Visual Impact Assessment (LVIA) and appropriate landscape mitigation. Applications with potential to impact upon sensitive landscape areas may require a Landscape Appraisal, even if they do not meet the criteria for a full LVIA. Landscape Appraisals and LVIAs should be completed in accordance with the Guidelines for Landscape and Visual Impact Assessment 3rd Edition published by the Landscape Institute and Institute of Environmental Management and Assessments. Applicants will be advised at a pre-application stage whether a Landscape Appraisal or LVIA is likely to be required, and the scope of assessment including viewpoints will be agreed.

To make sure development proposals do not have a detrimental effect on the distinctive landscape character, condition, features and sensitivities, including amenity and experiential qualities, the Landscape Character Assessment should be considered by applicants and will be used by the Authority to assess the impact of development proposals and the suitability of any proposed mitigation measures. There may also be occasions when the Landscape Character Assessments of our constituent districts are of importance to a particular scheme or proposal.

The Broads Biodiversity Action Plan and county species and habitat action plans will be used when assessing the appropriateness of landscaping schemes and the potential for enhancements to Broads' BAP habitats<sup>5</sup>.

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<sup>5</sup> Broads BAP at [Biodiversity \(broads-authority.gov.uk\)](https://www.broads-authority.gov.uk/biodiversity)

110 The Broads is a mainly open and low-lying environment. However, there are areas where trees and  
111 other natural features form essential features of the landscape, providing vital habitats for a range  
112 of species and having potential historic/cultural significance in demonstrating traditional land  
113 management.

114 Where a development would involve works that could affect any tree or landscape feature, detailed  
115 site plans showing the species, spread, roots and position of these features will be required. This  
116 plan should be accompanied by an arboriculture assessment carried out in accordance with the  
117 relevant British Standard that explains which features, if any, will be removed or cut back, and how  
118 any of these features will be protected during the course of the development. Details of  
119 replacement trees or hedges, including measures for maintenance and aftercare, should also be  
120 included.

121 In terms of water-smart landscaping, The Royal Horticultural Society have a webpage on Trees for  
122 Climate Change<sup>6</sup>, which includes trees that are resistant to drought and therefore are water  
123 efficient.

124 The Authority has produced guides<sup>7</sup> to help applicants assess and respond to landscape when  
125 preparing schemes, as well as setting out approaches to submitting relevant information.

#### 126 **Reasonable alternative options**

- 127 a) The original policy, with no amendments.  
128 b) No policy

#### 129 **Sustainability appraisal summary**

130 The three options (of the amended policy, the original policy and no policy) have been assessed in  
131 the SA. The following is a summary.

132

A: No policy	0 positives. 0 negatives. 1 ?
B: Keep original policy	1 positives. 0 negatives. 2 ? Overall, positive.
C: Preferred Option - amend policy.	3 positives. 0 negatives. 0 ? Overall, positive.

#### 133 **How has the existing policy been used since adoption in May 2019?**

134 According to recent Annual Monitoring Reports, the policy has been used and applications have  
135 been determined in accordance with the policy.

#### 136 **Why has the alternative option been discounted?**

137 The Broads is a protected landscape and therefore should have a policy relating to impact of  
138 development on landscape. As such, not having a policy is discounted. The amended version is  
139 favoured because it clarifies the policy and the additions make it stronger.

#### 140 **UN Sustainable Development Goals check**

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<sup>6</sup> [Trees for climate change / RHS Gardening](#)

<sup>7</sup> Landscape and Landscaping Guide and Biodiversity Enhancements Guide at [Broads planning guides \(broads-authority.gov.uk\)](#)

- 141 This policy meets these [UN SD Goals](#):
- 142 None identified

**Policy DM19: Utilities infrastructure development**

1. Proposals for utilities infrastructure and associated development will only be permitted where:
  - a) The proposal has an essential role in the provision of a regional and national network;
  - b) There is no opportunity for undergrounding or no suitable alternative locations outside the Broads protected landscape;
  - c) There is no adverse impact on the character of the locality, the wider landscape, character and significance of the historic environment and the amenity of neighbours;
  - d) Full consideration has been given to the opportunities for sharing a site, mast, pole or facility with existing utilities infrastructure already in the area and the least environmentally intrusive option has been selected;
  - e) It is of a scale and design appropriate to the Broads;
  - f) The proposal does not affect dark skies (see policy DMxx).
  - g) The proposal is in conformity with the latest national guidelines on radiation protection where applicable; and
  - h) It would not adversely affect protected species or habitats.
2. The operator will also be required to remove any utilities equipment when it is redundant.

Reasoned Justification

For the purposes of this policy, 'utilities infrastructure' includes telecommunications, electricity, gas and water and associated paraphernalia.

The Authority understands the importance of utilities infrastructure for local communities and the economy, including rural broadband coverage and extending 4G coverage and the rollout of 5G infrastructure. However, by its nature, utilities infrastructure and its associated equipment has the potential to have a significant impact on the landscape, built environment and wildlife of the Broads. In particular, the open and low-lying character of the area increases the likelihood of installations forming visually prominent features that detract from the special character of the Broads.

Planning applications for utilities infrastructure development must be accompanied by supplementary information on the area of search, details of any consultation undertaken, details of the proposed structure and measures to minimise its visual impact, photomontages, and technical justification for the proposed development, as appropriate. Measures to reduce the visual impact of a proposal will be secured by planning condition where necessary. To avoid the proliferation and visual impact of new utility installations, preference will be to accommodate new installations on existing masts and/or within existing utility apparatus sites where this represents the least environmentally intrusive option. Applicants who choose not to mast or site share where there is an opportunity to do so should submit a statement setting out the extent of the area of search and fully justifying their reasons for discounting this option.

The Authority will require all telecommunications operators to demonstrate that their proposed installation would be in conformity with the latest national guidelines on radiation protection. To this end, the submission of information to certify compliance with the International Commission of Non-Ionizing Radiation Protection (ICNIRP<sup>8</sup>) standards will be sufficient to demonstrate that a proposed development would not have an unacceptable impact on people's health.

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<sup>8</sup> [International Commission of Non-Ionizing Radiation Protection \(ICNIRP.org\)](https://www.icnirp.org/)



184 Because of the rapid pace of change in technology, permissions could be temporary so that utilities  
185 infrastructure is required to be removed when no longer necessary to meet the requirements of  
186 the operator.

187 The Authority, working with utility providers, has had some success in getting some cables that  
188 were visible in the landscape, underground. For example, at Buckenham Marshes and Barsham  
189 Marshes. We continue to work with utility providers to look into ways of undergrounding other  
190 cables that are prominent in the landscape.

191 The setting of the Broads will be an important consideration for our constituent districts when they  
192 determine planning applications for utilities infrastructure. The Authority will refer to the  
193 Landscape Sensitivity Study<sup>9</sup> (or successor document) in the first instance. While this study  
194 considered solar farms and wind turbines, some utilities structures are similar in scale and bulk.

195 The Cabinet Siting and Pole Siting Code of Practice may be of relevance:  
196 [https://www.gov.uk/government/publications/cabinet-siting-and-pole-siting-code-of-practice-](https://www.gov.uk/government/publications/cabinet-siting-and-pole-siting-code-of-practice-issue-2-2016)  
197 [issue-2-2016](https://www.gov.uk/government/publications/cabinet-siting-and-pole-siting-code-of-practice-issue-2-2016). Please note that this may be updated from time to time.

#### 198 **Reasonable alternative options**

- 199 a) The original policy, with no amendments.  
200 b) No policy

#### 201 **Sustainability appraisal summary**

202 The three options (of the amended policy, the original policy and no policy) have been assessed in  
203 the SA. The following is a summary.

A: No policy	0 positives. 0 negatives. 5 ?
B: Keep original policy	4 positives. 0 negatives. 0 ? Overall, positive.
C: Preferred Option - amend policy.	5 positives. 0 negatives. 0 ? Overall, positive.

#### 204 **How has the existing policy been used since adoption in May 2019?**

205 According to recent Annual Monitoring Reports, the policy has been used and applications have  
206 been determined in accordance with the policy.

#### 207 **Why has the alternative option been discounted?**

208 Utilities infrastructure can have an impact on the Broads and so a policy is prudent. The change  
209 referring to lighting and dark skies is preferred as some schemes may have lighting associated with  
210 them.

#### 211 **UN Sustainable Development Goals check**

212 This policy meets these [UN SD Goals](#):

213 None identified

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<sup>9</sup> [Landscape Sensitivity Study \(broads-authority.gov.uk\)](#)

**Policy DM20: Protection and enhancement of settlement fringe landscape character  
(mapping to follow)**

1. 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 areas.
2. Development in settlement fringe areas shall be permitted where it can be demonstrated that its location, scale and design (with particular regard to materials and colour) will protect, conserve and where possible enhance:
  - a) The special qualities, local distinctiveness and the natural beauty of the Broads (including its historical, biodiversity and cultural character);
  - b) The visual and historical relationship between settlements and their landscape settings;
  - c) 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; and
  - d) Visually sensitive skylines, significant views towards key landscape features such as drainage mills, and/or important vistas.
3. It shall also be demonstrated that the development will not, as a result of cumulative and/or sequential landscape and visual effects of development, detract from the natural beauty of the Broads 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/or unsympathetic development.

Settlement fringe is a landscape type found repeatedly throughout the Broads, where settlement and semi natural/natural environment converge. The Broads' Landscape Character Assessment identifies areas that are classed as Settlement Fringe. Invariably around any settlement there are pressures for use other than for traditional agriculture. 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), storage of scrap items and so on.

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

The land subject to these types of development pressure will generally have the basic underlying characteristics of the prevailing landscape type within the locality. It can become heavily modified though the annexation, subdivision, changes of use or introduction of ancillary buildings and structures that meet the needs of the activity.

The changes on the areas of land 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 by characteristics (both physical such as topography, soils water quality vegetation

254 and perceptual such as visual, sound, tranquillity) that make one landscape different from another,  
255 rather than better or worse.

256 Many activities will require the submission of a planning application. As part of that process,  
257 consideration as to the likely impacts on the landscape character of an area will be an aspect the  
258 planning authority will need to consider.

259 Some site specific policies relate to areas on the fringe of settlements, such as the Acle policies that  
260 refer to infrastructure requirements like cemeteries and playing fields which could lead to a more  
261 ordered landscape than the current agricultural land use. Such important infrastructure benefits  
262 the community. The policies refer to the importance of landscaping any such schemes. Other  
263 policies allow modest development in some settlement fringe areas, but again tend to state that a  
264 semi-natural appearance of the area will be retained or that the defined area will be kept generally  
265 free of buildings, and above ground structures or the semi-natural quality of the area retained.

#### 266 **Reasonable alternative options**

267 a) No policy

#### 268 **Sustainability appraisal summary**

269 The three options (of the preferred policy and no policy) have been assessed in the SA. The  
270 following is a summary.

A: No policy	0 positives. 0 negatives. 1 ?
B: Preferred policy	1 positives. 0 negatives. 0 ? Overall, positive.

#### 271 **How has the existing policy been used since adoption in May 2019?**

272 According to recent Annual Monitoring Reports, the policy has been used and applications have  
273 been determined in accordance with the policy.

#### 274 **Why has the alternative option been discounted?**

275 As stated in the supporting text to the policy, settlement fringe is a landscape type found  
276 repeatedly throughout the Broads, where settlement and semi natural/natural environment  
277 converge. The Broads' Landscape Character Assessment identifies areas that are classed as  
278 Settlement Fringe. Invariably around any settlement there are pressures for use other than for  
279 traditional agriculture. As such, a policy is favoured.

#### 280 **UN Sustainable Development Goals check**

281 This policy meets these [UN SD Goals](#):

282 None identified

## Sustainability Appraisal

### SA objectives:

- ENV1: To reduce the adverse effects of traffic (on roads and water).
- ENV2: To safeguard a sustainable supply of water, to protect and improve water quality and to use water efficiently.
- ENV3: To protect and enhance biodiversity and geodiversity.
- ENV4: To conserve and enhance the quality and local distinctiveness of landscapes and towns/villages.
- ENV5: To adapt, become resilient and mitigate against the impacts of climate change
- ENV6: To avoid, reduce and manage flood risk and to become more resilient to flood risk and coastal change.
- ENV7: To manage resources sustainably through the effective use of land, energy and materials.
- ENV8: To minimise the production and impacts of waste through reducing what is wasted, and re-using and recycling what is left.
- ENV9: To conserve and enhance the cultural heritage, historic environment, heritage assets and their settings
- ENV10: To achieve the highest quality of design that is innovative, imaginable, and sustainable and reflects local distinctiveness.
- ENV11: To improve air quality and minimise noise, vibration and light pollution.
- ENV12: To increase the proportion of energy generated through renewable/low carbon processes without unacceptable adverse impacts to/on the Broads landscape
- SOC1: To improve the health and wellbeing of the population and promote a healthy lifestyle.
- SOC2: To reduce poverty, inequality and social exclusion.
- SOC3: To improve education and skills including those related to local traditional industries.
- SOC4: To enable suitable stock of housing meeting local needs including affordability.
- SOC5: To maximise opportunities for new/ additional employment
- SOC6: To improve the quality, range and accessibility of community services and facilities and to ensure new development is sustainability located with good access by means other than a private car to a range of community services and facilities.
- SOC7: To build community identity, improve social welfare and reduce crime and anti-social activity.
- ECO1: To support a flourishing and sustainable economy and improve economic performance in rural areas.
- ECO2: To ensure the economy actively contributes to social and environmental well-being.
- ECO3: To offer opportunities for Tourism and recreation in a way that helps the economy, society and the environment.

## Assessment of policy

### Policy SP7: Landscape character

		A: No policy	B: Keep original policy	C: Preferred Option - amend policy
ENV1		Not having a policy does not mean that these issues will not be considered or addressed. A policy does however provide more certainty.		
ENV2				
ENV3				
ENV4	?		+ Fundamentally, the policy seeks to protect the landscape of the Broad.	+ Fundamentally, the policy seeks to protect the landscape and seascape of the Broad.
ENV5				
ENV6				
ENV7				
ENV8				
ENV9				
ENV10				
ENV11				
ENV12				
SOC1				
SOC2				
SOC3				
SOC4				
SOC5				
SOC6				
SOC7				
ECO1				
ECO2				
ECO3				

## Policy DM16: Development and landscape

		A: No policy	B: Keep original policy	C: Preferred Option - amend policy
ENV1		Not having a policy does not mean that these issues will not be considered or addressed. A policy does however provide more certainty.		
ENV2				+ Policy refers to planting needing to be water smart.
ENV3				
ENV4	?		+ Fundamentally, the policy seeks to protect the landscape of the Broads.	+ Fundamentally, the policy seeks to protect the landscape and seascape of the Broads.
ENV5				+ Policy refers to planting needing to consider climate change.
ENV6				
ENV7				
ENV8				
ENV9				
ENV10				
ENV11				
ENV12				
SOC1				
SOC2				
SOC3				
SOC4				
SOC5				
SOC6				
SOC7				
ECO1				
ECO2				
ECO3				

## Policy DM19: Utilities infrastructure development

		A: No policy	B: Keep original policy	C: Preferred Option - amend policy
ENV1		Not having a policy does not mean that these issues will not be considered or addressed. A policy does however provide more certainty.		
ENV2				
ENV3	?		+ Policy refers to biodiversity.	+ Policy refers to biodiversity.
ENV4	?		+ Fundamentally, the policy seeks to protect the landscape of the Broads.	+ Fundamentally, the policy seeks to protect the landscape and seascape of the Broads.
ENV5				
ENV6				
ENV7				
ENV8				
ENV9	?		+ Policy refers to historic environment.	+ Policy refers to historic environment.
ENV10				
ENV11	?			+ Policy includes considering impact of lighting.
ENV12				
SOC1	?		+ Policy refers to health impacts of utilities infrastructure.	+ Policy refers to health impacts of utilities infrastructure.
SOC2				
SOC3				
SOC4				
SOC5				
SOC6				
SOC7				
ECO1				
ECO2				
ECO3				

## Policy DM20: Protection and enhancement of settlement fringe landscape character

		A: No policy	B: Preferred policy
ENV1		Not having a policy does not mean that these issues will not be considered or addressed. A policy does however provide more certainty.	
ENV2			
ENV3			
ENV4	?		+ Fundamentally, the policy seeks to protect the landscape of the Broads.
ENV5			
ENV6			
ENV7			
ENV8			
ENV9			
ENV10			
ENV11			
ENV12			
SOC1			
SOC2			
SOC3			
SOC4			
SOC5			
SOC6			
SOC7			
ECO1			
ECO2			
ECO3			





**Local Plan for the Broads - Review**  
**Preferred Options bitesize pieces**  
**August 2023**

**Residential moorings policy**

- 1 Responses received as part of the Issues and Options consultation.
- 2 One of the sections in the Issues and Options consultation talked about the residential moorings' need. It referred to the study that identified
- 3 the need for this Local Plan, which is for 48 residential moorings. The question that was asked is as set out below, with the comments received
- 4 included in the following table.
- 5 Question 43: do you have any thoughts or comments on the study and the residential moorings need for the Broads?

Organisation	Comment	BA response	Action
Bradwell Parish Council	No comment	Noted.	No further action.
Broads Society	Firstly the Society considers that there is a clear difference between 'residential moorings' and 'liveaboards'. With regard to Residential Moorings, the Society would support a clear, criteria based policy which allowed for designated residential moorings throughout the Broads area. These designated areas, however, should be providing modern, on-shore facilities for users to promote a more environmentally acceptable approach that leads to a less detrimental impact on the visual quality and amenity of the Broads.	DM37 is in place and will be checked and amended and updated if required as the Preferred Options is produced.	Amend and update DM37 as required.
Brooms Boats	Planning should support a modern approach to both using agile means to help answer the vital questions of environmental impacts and economic viability	Noted.	No further action.

Organisation	Comment	BA response	Action
East Suffolk Council	The production of updated evidence by the Broads Authority in relation to new residential moorings is supported. In the preparation of the current Broads Local Plan the former Waveney District Council commented that Somerleyton should be considered as a suitable area for a modest number of residential moorings, and the site subsequently allocated under Policy SOM1 is acknowledged as providing a contribution to meeting the identified needs.	Noted.	No further action.
East Suffolk Council	Suffolk Coastal District Council and Waveney District Council (now East Suffolk Council), alongside Ipswich Borough Council, Babergh District Council, and Mid Suffolk District Council commissioned RRR Consultancy Ltd to prepare the Gypsy, Traveller, Travelling Showpeople, and Boat Dweller Accommodation Needs Assessments (2017) (available here: <a href="https://www.eastsuffolk.gov.uk/assets/Planning/Suffolk-Coastal-Local-Plan/Local-Plan-Review/Evidence-base/Gypsy-Traveller-Travelling-Showpeople-Boat-Dwellers-Accommodation-Needs-Assessment-May-2017.pdf">https://www.eastsuffolk.gov.uk/assets/Planning/Suffolk-Coastal-Local-Plan/Local-Plan-Review/Evidence-base/Gypsy-Traveller-Travelling-Showpeople-Boat-Dwellers-Accommodation-Needs-Assessment-May-2017.pdf</a> ). The needs assessment concluded that 28 permanent residential moorings were required over the period 2016-2036, of which 10 arose from need in Babergh, 17 in the former Suffolk Coastal area, and 1 in the former Waveney area. Our monitoring data shows the Local Plan policy relating to houseboats has not been used and no residential moorings/houseboat applications have been received.	Noted. We have policies and guidance relating to residential moorings that seek to enable successful schemes.	No further action.
RSPB	If moorings can be constructed and maintained in a sustainable manner, then the approach is acceptable.	Noted.	No further action.
South Norfolk Council	The Council welcomes the Authority identifying an objectively assessed need for residential moorings. In respect of the identified allocation, it will be important not only that allocations exist but also that there is proportionate evidence that those moorings are deliverable/developable in accordance with paragraph 68 of the NPPF.	Noted and agreed and that is why the call for sites refers to deliverability and seeks information from site	No further action

Organisation	Comment	BA response	Action
		promoters on that very issue.	
Woodbastwick Parish Council	Residential moorings: The plan does not make clear what residential moorings would consist of, nor does it explain why there has been little or no progress in developing designated sites.	More detail is in the current Local Plan, much of which will be rolled forward. We allocate the sites and it is down to the site owner to put in an application and develop the site. For this Local Plan, our Call for Sites asks more questions about deliverability.	Ensure Local Plan is clear about residential moorings.
Woodbastwick Parish Council	Residential moorings: The people who live on boats should be consulted as a priority and their views should influence future development	Noted. We advertise the consultation far and wide and also consult the Residential Boat Owners Association.	None.
Broadland Council	The Council welcomes the Authority identifying an objectively assessed need for residential moorings. In respect of the identified allocation, it will be important not only that allocations exist but also that there is proportionate evidence that those moorings are deliverable/developable in accordance with paragraph 68 of the NPPF.	Noted and agreed and that is why the call for sites refers to deliverability and seeks information from site promoters on that very issue.	No further action

This is a proposed draft section/policy for the Preferred Options Local Plan. Member's comments and thoughts are requested. This policy is already in the local plan, but some amendments are proposed.

Amendments to improve the policy are shown as follows: ~~text to be removed~~ and added text.

There is an assessment against the UN Sustainable Development Goals at the end of the policy.

The proposed Sustainability Appraisal of the policy is included at the end of the document. This would not be included in the Preferred Options Local Plan itself; this table would be part of the Preferred Options Sustainability Appraisal but is included here to show how the policy and options are rated.

The currently adopted policy remains in place – these are proposed amendments and this section will form part of the Preferred Options version of the Local Plan.

### Policy DM37: New residential moorings

1. The Authority will endeavour to enable delivery to meet its assessed need of ~~63~~ 48 residential moorings.
2. Applications for permanent residential moorings will be permitted provided that the proposals ~~mooring~~:
  - a) ~~is~~ are in a mooring basin, marina or boatyard that is within or adjacent to a defined development boundary or 800m/10 minutes walking distance to three or more key services (see reasoned justification) and the walking route is able to be used and likely to be used safely, all year round or is in Norwich City Council's Administrative Area.
  - b) Provides an adequate and appropriate range of ancillary facilities on site to meet the needs of the occupier of the residential moorings (for example potable water, wastewater pumpout (see j m below), and electricity) or provides adequate access to these ancillary facilities in the vicinity of the residential mooring;
  - c) Would not result in the loss of moorings available to visitors/short stay use;
  - d) Would not impede the use of the waterway;
  - e) Would not have an adverse impact upon:
    - i) the character and appearance of the site or the surrounding area arising from the moorings and the use of adjacent land incidental to the moorings;
    - ii) protected species, priority habitats and designated wildlife sites;
    - iii) the amenities of neighbouring occupiers; or
    - iv) bank erosion.
  - f) Provides safe access between vessels and the land without interfering with or endangering those using walkways and ensures pedestrians can move around the site safely;
  - g) Has adequate car and cycle parking;
  - h) Makes provision for safe and convenient access for ~~service and~~ emergency vehicles ~~and pedestrians~~;
  - i) Makes provision for safe and convenient access for service vehicles;
  - j) Would not prejudice the current or future use of adjoining land or buildings;

- 34 k) Makes adequate provision for waste, sewage disposal and the prevention of pollution<sup>1</sup>;  
 35 l) Protects the dark skies of the Broads (see policy DMxx); and  
 36 m) Provides for the installation of pump-out facilities (where on mains sewer) unless there are  
 37 adequate facilities in the vicinity.
- 38 3. Cabinets and storage of any kind nearer to the moorings, if required, will be kept to a minimum  
 39 and sensitively designed.
- 40 4. Flood risk will be an issue to consider, and proposals will need to be accompanied by a Flood  
 41 Risk Assessment.
- 42 5. If more than one residential mooring is proposed, the proposal must be commensurate with the  
 43 scale of development proposed for that settlement (as a whole).
- 44 6. Converting an entire basin, marina or boatyard to residential moorings would be judged on a  
 45 case by case basis to assess and take account of the impact on infrastructure in the area (such  
 46 as highways) and the impact on neighbouring uses.
- 47 7. Whilst the policy contains a general presumption in support of residential moorings in Norwich,  
 48 the cumulative impact resulting from any proposal will be considered, along with the impact on  
 49 the infrastructure and amenity of the area.
- 50 8. The economy policies of the Local Plan will also be of relevance. ~~and~~ In Norwich, so too will the  
 51 City Council's policies for proposals in Norwich.
- 52 9. Conditions will be used to restrict the number, scale and size of boats using the residential  
 53 moorings. A management plan for the site and a register of those who live on boats will be  
 54 required and will be covered by a planning condition imposed on any planning permission  
 55 granted.
- 56 10. Proposals need to set out how provisions will be made for facilities associated with residential  
 57 uses (such as rubbish, amenity space, external storage and clothes drying for example).
- 58 11. All such development will meet the requirements of the Water Framework Directive.
- 59 12. Depending on the location, schemes may need to mitigate nutrient enrichment and recreation  
 60 impacts on protected sites. Schemes may require project level HRAs to be completed.
- 61  
 62 13. In line with policy xx on the Natural Environment, biodiversity enhancements may be required.

### 63 Reasoned Justification

64 The Authority acknowledges that the high environmental quality of the Broads and wide range of  
 65 opportunities it offers for boating make the area a popular location. As a consequence, there is a  
 66 significant associated demand for residential moorings. The provision of residential moorings must,

<sup>1</sup> Refer to [www.gov.uk/guidance/pollution-prevention-for-businesses](http://www.gov.uk/guidance/pollution-prevention-for-businesses) for information on pollution prevention measures.

67 however, be carefully managed to make sure the special qualities of the Broads and their  
68 enjoyment are protected.

69 Preventing the loss of visitor/short term moorings

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

75 Lighting and dark skies

76 The provision of residential moorings could result in additional lighting. The impact of artificial light  
77 on local amenity, intrinsically dark landscapes and nature conservation should be minimised as  
78 schemes are likely to be on the edge of settlements and the Broads is generally as area of good  
79 dark skies – see policy DM22.

80 Key services and access to facilities

81 To ensure that people living on boats have access to adequate facilities and services such as  
82 education, recreation, and domestic waste collection, and to minimise impact of new development  
83 on landscape character, the Authority will require new residential moorings to be directed to  
84 mooring basins, marinas or boatyards within walking distance of at least three of the key services  
85 listed below or in or adjacent to defined development boundaries (which could be within the  
86 Broads Authority Executive Area or in the planning area of our constituent districts). Residential  
87 moorings may also be appropriate on parts of the river in Norwich, subject to other policy  
88 considerations in particular the impact on neighbouring uses and impact on navigation of the river.  
89 Proposals for residential moorings will be expected to be commensurate in scale with the size of  
90 the settlement and the level of residential development proposed for the settlement by the  
91 relevant Local Planning Authority. Furthermore, converting an entire marina, basin or boatyard, or  
92 in Norwich the entirety of the riverbanks, may not be appropriate because of the potential impact  
93 on neighbouring uses and infrastructure in the area, as well as the consequences of the loss of the  
94 facility for non-residential boaters; the Authority will consider such proposals on a case-by-case  
95 basis.

96 The key services referred to in the policy could be three or more of the following. These key  
97 services reflect the Housing and Economic Land Availability Assessment methodology:

- 98 • A primary school
- 99 • A secondary school
- 100 • A local healthcare service (doctors' surgery)
- 101 • Retail and service provision for day-to-day needs (district/local shopping centre, village  
102 shop)
- 103 • Local employment opportunities which are defined as follows, which reflect areas with  
104 potentially a number of and variety of job opportunities:
  - 105 ○ Existing employment areas allocated/identified in our districts' Local Plans; or
  - 106 ○ City, Town or District Centre as identified in the Local Plan for the Broads or our  
107 District's Local Plan. We note that this means such centres count towards two of the  
108 three key services test; or

- These sites that are allocated in the Local Plan for the Broads: BRU2, BRU4, CAN1, HOR6, POT1, STA1, TSA3.
- A peak-time public transport service to and from a higher order settlement (peak time for the purposes of this criterion will be 7-9am and 4-6pm)

#### Residential moorings and the natural environment

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. Schemes may need to mitigate recreation impacts, and this is most easily done through paying the GI RAMS tariff. In terms of nutrient enrichment impacts, the Broads Authority will assess the location of any scheme and whether there is a need to mitigate impacts which will probably be through Nutrient Neutrality.

Depending on the details of the scheme, they may need to meet Biodiversity Net Gain requirements. That being said, schemes that are changing the use of existing moorings to residential moorings are not likely to result in any habitat degradation and so BNG may not be a requirement.

Schemes may be required to provide biodiversity enhancements in line with policy DMxx on the Natural Environment. ~~Development proposals for residential moorings should provide a biodiversity net gain as a result of the development~~ as there are likely to be significant opportunities for waterside biodiversity enhancement.

#### Management of moorings and surrounding land

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. This will be done to protect visual and residential amenity and make sure the use of residential moorings does not compromise public safety. The use of surrounding land for incidental purposes such as storage and seating can have a negative impact if incorrectly managed. Proposals will need to set out how they will address areas for the drying of clothes and amenity space, as well as any other related facilities for those living on the boats. In terms of storage, the form, design and location will be important in understanding any impacts on the character of the area. The Authority does not expect marinas and boatyards to subdivide or demarcate areas of land to be associated with residential moorings. Policy DM50 provides guidance on the forms of development permissible on the adjacent waterside environment associated with a mooring.

#### Management Plan

The policy requires a management plan for the site as well as a register of those boats being lived on. These will be required through conditions on planning application(s). The management plan will help ensure the site as a whole is appropriately managed. This would normally cover things like noise, waste, delivery times etc. and would have contact details of who to contact if the management requirements of the site are not adhered to. A breach of this management plan would then be a breach of condition and could be enforced. The register of who lives on which boat will be maintained at all times. The Authority has produced a Residential Moorings Guide that includes a section on Management Plans – see later in this reasoned justification for link.

#### Definition of a residential mooring and what can moor there

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

155 For the purposes of this policy, it should be noted that there is an expectation that the moorings  
156 will be occupied by a vessel of standard construction and appearance and which is conventionally  
157 understood to be a boat.

#### 158 Houseboats and lodges or other structures that float

159 ~~For the avoidance of doubt, the policy does not apply to houseboats.~~ Houseboats and lodges or  
160 other structures that float are considered to be structures without means of independent  
161 propulsion. They are not considered to be vessels for the purposes of this policy. They may also be  
162 considered differently in terms of flood risk when compared to more traditional boats that are lived  
163 on. and Any such proposals will be dealt with on a case-by-case basis due to their potential impact  
164 on character of the area. This policy on residential moorings may be used to help determine the  
165 acceptability and suitability of such schemes.

#### 166 Flood risk

167 Whilst the Authority acknowledges that boats float, there are some issues that could arise with  
168 boats being lived on at times of flood. A Flood Risk Assessment will be required and proposals for  
169 residential moorings must ensure they have adequately considered the following:

- 170 a) The technique/method of mooring the vessel. The Flood Risk Assessment (FRA) should show  
171 how the boat will be moored to prevent it being too tight or too loose. If the vessel is moored  
172 too tightly it could list, and by being too loose it could float onto the landside of the quay  
173 heading or be cast adrift at times of flooding. Both scenarios have safety concerns for occupiers,  
174 possessions and other objects or vessels that could be hit by a loose boat, and should be  
175 addressed within the FRA.
- 176 b) A Flood Response Plan needs to be produced. While it is acknowledged that residential boats  
177 will float, the access to the boat could be disrupted at times of flood, causing the occupier to be  
178 stranded on board the boat. The Flood Response Plan needs to advise what the occupier should  
179 do at times of flood to ensure their safety - whether they should evacuate the boat in advance  
180 of flooding or take refuge in the boat and therefore have supplies to help them sit out the flood.
- 181 c) Finally, the FRA should include consideration of how the boat moored at the residential  
182 mooring will be monitored at times of flood to make sure it does not cause damage to other  
183 vessels, and to prevent damage to the belongings on board and the boat itself.

#### 184 Additional information

185 ~~The Authority intends to produce a guide for residential moorings as well as a template to assist~~  
186 ~~with the production of management plans. The Authority is aware of guidance being produced by~~  
187 ~~other organisations on residential moorings and we will ensure we are involved with those guides~~  
188 ~~and reflect them in our own guide.~~ The Broads Authority has produced a guide to help make  
189 schemes for residential moorings as successful as possible: [https://www.broads-](https://www.broads-authority.gov.uk/data/assets/pdf_file/0035/397682/Residential-Moorings-Guide.pdf)  
190 [authority.gov.uk/ data/assets/pdf file/0035/397682/Residential-Moorings-Guide.pdf](https://www.broads-authority.gov.uk/data/assets/pdf_file/0035/397682/Residential-Moorings-Guide.pdf)

191 HSE Safety in docks ACOP ([www.hse.gov.uk/pubns/books/l148.htm](http://www.hse.gov.uk/pubns/books/l148.htm)) is applicable to Marinas and  
192 will set out the minimum standards expected in relation to the safety provision.



193 Meeting the need for residential moorings  
194 The Accommodation Needs Assessment completed in [August 2022](#)<sup>2</sup>~~2017~~ identifies a need for [48](#) ~~63~~  
195 residential moorings. This figure needs to be interpreted with some caution, as it is based on  
196 limited interviews with boat dwellers and on anecdotal estimates rather than a comprehensive  
197 count or survey of the people who live on boats.

198 The study also indicates that those living on boats do so from choice, rather than from an ethnic  
199 background, and that most are single people or childless couples.

200 The Local Plan seeks to address the need for residential moorings by allocating sites for residential  
201 moorings to meet the need. See policies xxxxx. It is important to note that whilst those sites have  
202 their own policies, they will also need to address the criteria in this general policy on residential  
203 moorings in several ways:

- 204 • ~~Ten residential moorings have been permitted on appeal at Waveney River Centre and six sites~~  
205 ~~have been allocated for residential moorings amounting to around 41 residential moorings. See~~  
206 ~~Appendix K for the residential moorings trajectory which shows the total identified supply as 10~~  
207 ~~residential moorings.~~
- 208 • ~~Some areas of the Broads have been identified in this Local Plan as suitable in principal for~~  
209 ~~residential moorings and these are policies STA1 and HOR6. Although they are potentially~~  
210 ~~suitable in principle, deliverability is not confirmed, therefore they are not allocated in the Plan~~  
211 ~~and do not appear in the identified supply figures.~~
- 212 • ~~The Authority also intends to meet with marinas and boatyards that meet the locational criteria~~  
213 ~~of the policy to discuss the potential for residential moorings.~~

214 ~~The Residential Moorings Topic Paper~~<sup>3</sup> ~~(revised 2017) has more information on meeting the need~~  
215 ~~for residential moorings.~~

## 216 **Reasonable alternative options**

- 217 a) The original policy, with no amendments.
- 218 b) No policy

## 219 **Sustainability appraisal summary**

220 The three options (of the amended policy, the original policy and no policy) have been assessed in  
221 the SA. The following is a summary.

A: No policy	0 positives. 0 negatives. 11 ?
B: Keep original policy	7 positives. 0 negatives. 0 ? Overall, positive.
C: Preferred Option - amend policy.	11 positives. 0 negatives. 0 ? Overall, positive.

## 222 **How has the existing policy been used since adoption in May 2019?**

<sup>2</sup> [Residential Moorings Need Assessment \(broads-authority.gov.uk\)](#)

<sup>3</sup> Residential Moorings Topic Paper: <http://www.broads-authority.gov.uk/planning/planning-policies/development/future-local-plan/evidence-base>

223 According to recent Annual Monitoring Reports, the policy has been used and applications have  
224 been determined in accordance with the policy.

225 **Why has the alternative option been discounted?**

226 We need to assess and then meet the need for residential moorings as we produce this local plan.  
227 Therefore, it is appropriate to have a policy that identifies and addresses issues that could arise as a  
228 result of schemes for residential moorings. Therefore, to not have a policy has been discounted. In  
229 terms of the amended policy, this reflects use over the previous years as well as emphasises the  
230 importance of considering flood risk, impact of storage and lighting as well as referring to nutrient  
231 enrichment and recreation impacts that need mitigating. The amended policy is therefore  
232 preferred.

233

234 **UN Sustainable Development Goals check**

235 This policy meets these [UN SD Goals](#):

**11** SUSTAINABLE CITIES  
AND COMMUNITIES



236

## Sustainability Appraisal

### SA objectives:

- ENV1: To reduce the adverse effects of traffic (on roads and water).
- ENV2: To safeguard a sustainable supply of water, to protect and improve water quality and to use water efficiently.
- ENV3: To protect and enhance biodiversity and geodiversity.
- ENV4: To conserve and enhance the quality and local distinctiveness of landscapes and towns/villages.
- ENV5: To adapt, become resilient and mitigate against the impacts of climate change
- ENV6: To avoid, reduce and manage flood risk and to become more resilient to flood risk and coastal change.
- ENV7: To manage resources sustainably through the effective use of land, energy and materials.
- ENV8: To minimise the production and impacts of waste through reducing what is wasted, and re-using and recycling what is left.
- ENV9: To conserve and enhance the cultural heritage, historic environment, heritage assets and their settings
- ENV10: To achieve the highest quality of design that is innovative, imaginable, and sustainable and reflects local distinctiveness.
- ENV11: To improve air quality and minimise noise, vibration and light pollution.
- ENV12: To increase the proportion of energy generated through renewable/low carbon processes without unacceptable adverse impacts to/on the Broads landscape
- SOC1: To improve the health and wellbeing of the population and promote a healthy lifestyle.
- SOC2: To reduce poverty, inequality and social exclusion.
- SOC3: To improve education and skills including those related to local traditional industries.
- SOC4: To enable suitable stock of housing meeting local needs including affordability.
- SOC5: To maximise opportunities for new/ additional employment
- SOC6: To improve the quality, range and accessibility of community services and facilities and to ensure new development is sustainability located with good access by means other than a private car to a range of community services and facilities.
- SOC7: To build community identity, improve social welfare and reduce crime and anti-social activity.
- ECO1: To support a flourishing and sustainable economy and improve economic performance in rural areas.
- ECO2: To ensure the economy actively contributes to social and environmental well-being.
- ECO3: To offer opportunities for Tourism and recreation in a way that helps the economy, society and the environment.

## Assessment of policy

		No policy	Original policy		Amended policy – preferred option	
ENV1	?	Not having a policy does not mean that these issues will not be considered or addressed. A policy does however provide more certainty.	+	Policy requires access by means other than the private car to key services.	+	Policy requires access by means other than the private car to key services.
ENV2	?				+	Policy refers to the potential for nutrient enrichment to need to be mitigated.
ENV3	?		+	Policy refers to net gain and protected sites.	+	Policy refers to net gain, RAMS and Nutrient neutrality as well as biodiversity enhancements.
ENV4	?		+	Generally, by directing to areas with access to key services and within marinas and boatyard, landscape impact will be reduced.	+	Generally, by directing to areas with access to key services and within marinas and boatyard, landscape impact will be reduced. Also refers to design of cabinets and storage.
ENV5	?			Supporting text did refer to flood risk, but not the policy.	+	Policy now refers to flood risk.
ENV6						
ENV7						
ENV8						
ENV9	?		+	Generally, by directing to areas with access to key services and within marinas and boatyard, impact on heritage assets is not likely to occur.	+	Generally, by directing to areas with access to key services and within marinas and boatyard, impact on heritage assets is not likely to occur.
ENV10	?				+	Policy refers to the design of storage.
ENV11	?				+	Policy refers to light pollution.
ENV12						
SOC1						
SOC2						
SOC3						
SOC4	?		+	Living on boats provides people with somewhere to live.	+	Living on boats provides people with somewhere to live.
SOC5						
SOC6	?		+	Access to key services by modes other than the private car is key to the policy.	+	Access to key services by modes other than the private car is key to the policy.
SOC7						
ECO1	?		+	Residential moorings could help a boatyard be successful.	+	Residential moorings could help a boatyard be successful.
ECO2						
ECO3						



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**Residential Ancillary Accommodation**

This is a proposed draft section/policy for the Preferred Options Local Plan. Member's comments and thoughts are requested. This policy is already in the local plan, but some amendments are proposed.

Amendments to improve the policy are shown as follows: ~~text to be removed~~ and added text.

There is an assessment against the UN Sustainable Development Goals at the end of the policy.

The proposed Sustainability Appraisal of the policy is included at the end of the document. This would not be included in the Preferred Options Local Plan itself; this table would be part of the Preferred Options Sustainability Appraisal but is included here to show how the policy and options are rated.

The currently adopted policy remains in place – these are proposed amendments and this section will form part of the Preferred Options version of the Local Plan.

**Policy PQDM39: Residential ancillary accommodation**

1. Residential ancillary accommodation within the curtilage of an existing residential dwelling is acceptable in principle, subject to other policies of the Local Plan.
2. Residential ancillary accommodation shall be functionally integral to the main dwelling. Where this is not possible, residential ancillary accommodation shall be physically attached to the main dwelling. Only where this is not feasible will consideration be given to the conversion of a suitable existing detached outbuilding within the curtilage, and only where this is not feasible will consideration be given to new build detached residential ancillary accommodation. In all cases, there will be no boundary treatments that physically separate the accommodation from the main dwelling or a separate vehicular access, and this will be managed by condition.
3. Where permission is required, development proposals for the creation of a residential annexe will only be supported where:
  - a) the annexe is clearly ancillary to and subservient in size and scale to the host dwelling, and of a design which, taken as a whole, complements the host dwelling; and
  - b) the annexe is within the residential curtilage and situated near to the host dwelling such that future separation from the host dwelling will not be achievable.
4. In all cases, restrictions will be applied limiting the occupation of the residential ancillary accommodation by condition/planning obligation to remain ancillary to the main dwelling ~~and~~

~~in occupation by family members~~ and preventing the sale of the residential ancillary accommodation on the open market separate to the main dwelling.

5. Development proposals not meeting these criteria will be considered as a new dwelling and will be assessed against relevant policies as such.
6. Schemes may be required to mitigate for Nutrient Enrichment and Recreation Impacts, depending on their location and depending on the details of the scheme.
7. In terms of design, residential ancillary accommodation proposals will meet the following criteria, as well as other relevant policies in the Local Plan:
  - a) The proposal must not cause any other harm, such as, but not limited to, amenity (including on occupiers of the annexe, the original dwelling and neighbours), heritage and biodiversity assets, highways, parking, flood risk or character of the locality.
  - b) Proposals will be water efficient (see policy **PODMXX**) and meet the requirements of the energy efficiency policy.
  - c) Applicants should consider the proposal to be adaptable in line with policy **PODMXX**.
8. Any proposal for residential ancillary accommodation to be used as holiday accommodation will need to comply with the sustainable tourism policies.

#### Reasoned Justification

The creation of residential ancillary accommodation to an existing dwelling can create a useful facility for the support and care of family members. With an increasingly elderly population and rising life expectancy in the area, there are more people who, although capable of living relatively independently, could benefit from living close to relatives or carers for support. This need can often be met through the purchase of a nearby property. However, on some occasions it may be important for the carer or relative to be closer at hand to provide care and support at short notice. Residential ancillary accommodation can offer a way of addressing this more immediate need. It can also provide additional domestic accommodation.

Fundamentally, residential ancillary accommodation needs to be designed so that it will continue to be used as part of (integral to) the main dwelling, without creating an independent dwelling unit. This should include the option of absorbing the residential ancillary accommodation back into the main dwelling accommodation if necessary, by the same or future occupiers. The occupiers should still all be living together as one family and not occupying the buildings completely separately and independently of one another.

There are two ways the Authority considers residential ancillary accommodation to be integral. Residential ancillary accommodation can be functionally integral, which means that only a bathroom or kitchen is provided and not both, with the existing building providing the other facility. If physically attached to the main building, independent facilities could be acceptable subject to a link being maintained between main dwelling house and residential ancillary accommodation. Residential ancillary accommodation can also be physically integral/dependent, which means it is attached to the existing building and therefore shares facilities with the existing building. In both cases, it is acceptable for residential ancillary accommodation to have a separate entrance.

71 The provision of residential ancillary accommodation outside of development boundaries could  
72 lead to detrimental impacts on the environment and landscape. Unduly large or detached  
73 residential ancillary accommodation can prove an economic and practical liability when vacated or  
74 when the property changes hands, leading to pressure for the residential ancillary accommodation  
75 to be severed and sold or let separately from the main dwelling. This can create sub-standard  
76 dwellings with inadequate standards of access, amenity and space and future pressure to permit  
77 the residential ancillary accommodation to be let or sold as an independent unit, contrary to the  
78 objectives of sustainable development and to other policies in the Local Plan. This could create a  
79 new dwelling where it would not otherwise be permitted.

80 As such, it is usually preferable for residential ancillary accommodation in rural areas to be in the  
81 form of extensions to existing dwellings, capable of serving the needs of the dependents but easily  
82 re-integrated into the existing dwelling when no longer required.

83 Detached residential ancillary accommodation in the countryside is more likely to be visually  
84 prominent and is often set in larger plots, thereby being more likely to be capable of being let or  
85 sold independently in the future. The conversion of existing outbuildings (such as garages) to  
86 residential ancillary accommodation can be preferable to a new annexe being built. The conversion  
87 of an existing suitable building is less likely to be visually intrusive and it is likely that a converted  
88 building can be returned to its original use when no longer required. However, in some  
89 circumstances the conversion of existing buildings may be undesirable, particularly if it would lead  
90 to the requirement for new outbuildings to be built or for the converted building to be substantially  
91 altered (in order, for example, for it to be habitable as it may not be a building intended to be lived  
92 in, such as a garden shed). An additional consideration will be the distance from the main dwelling  
93 of any existing outbuilding proposed to be converted to a residential ancillary accommodation. The  
94 further away the proposed residential ancillary accommodation is from the main dwelling, the less  
95 the functional integration.

96 In relation to the design of the accommodation, other policies of the Local Plan will be of relevance.  
97 For example, where there is a supply of water in the new accommodation, it shall be designed to  
98 only use 110l/h/d of water. As another example, it may be beneficial to make the accommodation  
99 adaptable so its form can change over time to reflect circumstances.

100 Any residential ancillary accommodation will have planning conditions or obligations attached to  
101 the permission which could relate to the occupier(s) of the accommodation or prevent use as an  
102 independent separate dwelling.

### 103 **Reasonable alternative options**

- 104 a) The original policy, with no amendments.  
105 b) No policy

### 106 **Sustainability appraisal summary**

107 The three options (of the amended policy, the original policy and no policy) have been assessed in  
108 the SA. The following is a summary.

A: No policy	0 positives. 0 negatives. 9 ? Overall, positive.
B: Keep original policy	2 positives. 0 negatives. 2 ?

	Overall, positive.
C: Preferred Option - amend policy.	9 positives. 0 negatives. 0 ? Overall, positive.

109 **How has the existing policy been used since adoption in May 2019?**

110 According to recent Annual Monitoring Reports, the policy has been used and the vast majority  
111 applications have been determined in accordance with the policy.

112 **Why has the alternative option been discounted?**

113 The preferred option policy is favoured because it brings out the importance of design and clarifies  
114 things in relation to if the proposal is to be used for holiday accommodation as well as clarifying  
115 that friends may be able to use the accommodation.

116 **UN Sustainable Development Goals check**

117 This policy meets these [UN SD Goals](#):

118 None identified



## Sustainability Appraisal

### SA objectives:

- ENV1: To reduce the adverse effects of traffic (on roads and water).
- ENV2: To safeguard a sustainable supply of water, to protect and improve water quality and to use water efficiently.
- ENV3: To protect and enhance biodiversity and geodiversity.
- ENV4: To conserve and enhance the quality and local distinctiveness of landscapes and towns/villages.
- ENV5: To adapt, become resilient and mitigate against the impacts of climate change
- ENV6: To avoid, reduce and manage flood risk and to become more resilient to flood risk and coastal change.
- ENV7: To manage resources sustainably through the effective use of land, energy and materials.
- ENV8: To minimise the production and impacts of waste through reducing what is wasted, and re-using and recycling what is left.
- ENV9: To conserve and enhance the cultural heritage, historic environment, heritage assets and their settings
- ENV10: To achieve the highest quality of design that is innovative, imaginable, and sustainable and reflects local distinctiveness.
- ENV11: To improve air quality and minimise noise, vibration and light pollution.
- ENV12: To increase the proportion of energy generated through renewable/low carbon processes without unacceptable adverse impacts to/on the Broads landscape
- SOC1: To improve the health and wellbeing of the population and promote a healthy lifestyle.
- SOC2: To reduce poverty, inequality and social exclusion.
- SOC3: To improve education and skills including those related to local traditional industries.
- SOC4: To enable suitable stock of housing meeting local needs including affordability.
- SOC5: To maximise opportunities for new/ additional employment
- SOC6: To improve the quality, range and accessibility of community services and facilities and to ensure new development is sustainability located with good access by means other than a private car to a range of community services and facilities.
- SOC7: To build community identity, improve social welfare and reduce crime and anti-social activity.
- ECO1: To support a flourishing and sustainable economy and improve economic performance in rural areas.
- ECO2: To ensure the economy actively contributes to social and environmental well-being.
- ECO3: To offer opportunities for Tourism and recreation in a way that helps the economy, society and the environment.

## Assessment of policy

		A: No policy	B: Keep original policy	C: Preferred Option - amend policy
ENV1	?	Not having a policy does not mean that these issues will not be considered or addressed. A policy does however provide more certainty.		+ Policy highlights that highways impact will be a consideration.
ENV2	?			+ Clarifies that water efficiency policy relates to this type of development.
ENV3	?			+ Policy clarifies that biodiversity impacts will be a consideration.
ENV4	?			+ Policy refers to landscape character being an important consideration.
ENV5	?			+ Clarifies that the accommodation needs to be designed to energy efficient standards.
ENV6	?			+ Policy raises flood risk as an issue
ENV7				
ENV8				
ENV9	?			+ Policy includes reference to the historic environment.
ENV10	?		+ The design and how the accommodation operates is a key consideration.	+ The design and how the accommodation operates is a key consideration.
ENV11				
ENV12				
SOC1				
SOC2				
SOC3				
SOC4	?		+ Policy enables appropriate ancillary living accommodation.	+ Policy enables appropriate ancillary living accommodation.
SOC5				
SOC6				
SOC7				
ECO1				
ECO2				
ECO3				



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**Replacement Dwellings**

This is a proposed draft section/policy for the Preferred Options Local Plan. Member's comments and thoughts are requested. This policy is already in the local plan, but some amendments are proposed.

Amendments to improve the policy are shown as follows: ~~text to be removed~~ and added text.

There is an assessment against the UN Sustainable Development Goals at the end of the policy.

The proposed Sustainability Appraisal of the policy is included at the end of the document. This would not be included in the Preferred Options Local Plan itself; this table would be part of the Preferred Options Sustainability Appraisal, but is included here to show how the policy and options are rated.

The currently adopted policy remains in place – these are proposed amendments and this section will form part of the Preferred Options version of the Local Plan.

**Policy PODM40: Replacement dwellings**

1. There is a presumption towards re-using and refitting dwellings rather than replacing them, in order to reduce carbon emissions. If a proposal seeks the demolition and replacement of an existing dwelling, it will need to be fully justified and explained why the existing dwelling cannot be re-used and/or refitted. Where there is no justification or an inadequate justification is provided, the replacement of the dwelling will not be permitted.
2. Where the requirements of (1) have been met, replacement dwellings ~~outside of the development boundary~~ will be permitted on a one-for-one basis provided that:
  - a) The existing dwelling has a lawful residential use; and
  - b) The existing dwelling has no historic, architectural or cultural significance making it worthy of retention and it is not valuable to the character of the settlement or wider landscape; and
  - c) The original dwelling is a permanent structure, not a temporary or mobile structure.
3. If criteria a and b and c have been met, that:
  - d) The scale, mass, height, design and external appearance of the replacement dwelling are appropriate to its setting and the landscape character of the location; and
  - e) The replacement would be located ~~within~~ on the same building footprint as the existing dwelling or in an alternative location within the same curtilage, which would be at a lower risk of flooding or would provide benefits for landscape, wildlife or cultural heritage; and
  - f) Dark skies are protected, in line with policy DMxx; and
  - g) Biodiversity enhancements are included, as per policy DMxx.

21 4. Where permission is granted, conditions/[legal agreement](#) will be attached to ensure that the existing  
22 dwelling is demolished and removed from the site prior to the replacement dwelling first being  
23 occupied.

#### 24 Reasoned Justification

25 Applications for replacement dwellings often come forward where an existing dwelling is in disrepair. [The](#)  
26 [policy seeks full justification for demolition and replacement as opposed to retrofit and repair. Given the](#)  
27 [climate crisis this measure is intended to reduce emissions and retain embodied carbon in existing buildings.](#)

28 Replacement dwellings of a scale, mass, height, design or external appearance inappropriate to their setting  
29 can, either individually or cumulatively, have a detrimental impact on the landscape character of the Broads  
30 or undermine the reasons for its designation. The replacement of dwellings ~~outside defined development~~  
31 ~~boundaries~~ therefore needs to be managed to prevent development that would be unacceptable by virtue of  
32 its size, design or positioning.

33 Where the residential use has been [determined to have been](#) abandoned, any proposals will be assessed  
34 against policies relevant to new build residential dwellings.

35 Replacement by a new dwelling of modern building and energy efficiency standards will demand particular  
36 attention to design and siting to avoid harm to the landscape and character of the area.

37 The replacement dwelling should be sited on or close to the existing footprint of the building unless the  
38 benefits that may be achieved for flood risk, landscape character, wildlife or cultural heritage can justify the  
39 replacement dwelling to be sited in an alternative location. In such situations, locations inherently more  
40 sustainable will be favoured, such as replacing a remote substandard dwelling in the open countryside with a  
41 dwelling in a nearby settlement.

42 In terms of this policy the 'existing dwelling' is the dwelling as it exists at the point of application to the  
43 Broads Authority.

44 [Proposals need to consider dark skies \(see policy DMxx\) and be designed to be water efficient \(see policy](#)  
45 [DMxx\). Furthermore, the Design Guide \(or successor document\) will be of relevance.](#)

46 A [legal agreement](#)/condition will also be attached to any planning permission to ensure that where the  
47 existing building is not demolished prior to construction, it is removed from the site prior to the replacement  
48 building being occupied.

49 If a proposal is considered in the context of Policy DM13 to potentially have an effect on an internationally  
50 designated site, it will need to be considered against the Habitats Regulations and a project level  
51 Appropriate Assessment undertaken. [Being a replacement dwelling, it is not likely to require mitigating in](#)  
52 [terms of recreation impact. As set out in policy DM2, replacement dwellings are required to improve their](#)  
53 [existing method of disposing of foul water, and therefore nutrient enrichment may be a consideration.](#)

54 Of relevance to proposals for replacement dwellings is policy DM2 on water quality and policy DM5 on flood  
55 risk, in particular the information relating to footprint in Policy DM5: Development and Flood Risk. [Wording](#)  
56 [in the Flood Risk SPD<sup>1</sup> in relation to size and permitted development will also be of relevance.](#)

#### 57 **Reasonable alternative options**

- 58 a) Original policy
- 59 b) No policy

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<sup>1</sup> [Broads-Flood-Risk-SPD-2020.pdf \(broads-authority.gov.uk\)](#)

60 **Sustainability appraisal summary**

61 The following is a summary of the assessment of the policy.

A: keep the original policy	2 positives. 0 negatives. 0 ? Overall positive
B: No policy	0 positives. 0 negatives. 6 ?
C: Preferred Option	6 positives. 0 negatives. 0 ? Overall positive

62 **How has the existing policy been used since adoption in May 2019?**

63 According to recent Annual Monitoring Reports, the policy has been used and schemes have been  
64 in conformity.

65 **Why has the alternative option been discounted?**

66 Not having a policy is discounted because applications for replacement dwellings are fairly common  
67 in the Broads. The amended policy includes some important issues such as justifying demolition,  
68 addressing light pollution and biodiversity enhancements. These issues are important and therefore  
69 the amended policy is preferred.

70 **UN Sustainable Development Goals check**

71 This policy meets these [UN SD Goals](#):

**11** SUSTAINABLE CITIES  
AND COMMUNITIES



72

## **Sustainability Appraisal**

### **SA objectives:**

- ENV1: To reduce the adverse effects of traffic (on roads and water).
- ENV2: To safeguard a sustainable supply of water, to protect and improve water quality and to use water efficiently.
- ENV3: To protect and enhance biodiversity and geodiversity.
- ENV4: To conserve and enhance the quality and local distinctiveness of landscapes and towns/villages.
- ENV5: To adapt, become resilient and mitigate against the impacts of climate change
- ENV6: To avoid, reduce and manage flood risk and to become more resilient to flood risk and coastal change.
- ENV7: To manage resources sustainably through the effective use of land, energy and materials.
- ENV8: To minimise the production and impacts of waste through reducing what is wasted, and re-using and recycling what is left.
- ENV9: To conserve and enhance the cultural heritage, historic environment, heritage assets and their settings
- ENV10: To achieve the highest quality of design that is innovative, imaginable, and sustainable and reflects local distinctiveness.
- ENV11: To improve air quality and minimise noise, vibration and light pollution.
- ENV12: To increase the proportion of energy generated through renewable/low carbon processes without unacceptable adverse impacts to/on the Broads landscape
- SOC1: To improve the health and wellbeing of the population and promote a healthy lifestyle.
- SOC2: To reduce poverty, inequality and social exclusion.
- SOC3: To improve education and skills including those related to local traditional industries.
- SOC4: To enable suitable stock of housing meeting local needs including affordability.
- SOC5: To maximise opportunities for new/ additional employment
- SOC6: To improve the quality, range and accessibility of community services and facilities and to ensure new development is sustainability located with good access by means other than a private car to a range of community services and facilities.
- SOC7: To build community identity, improve social welfare and reduce crime and anti-social activity.
- ECO1: To support a flourishing and sustainable economy and improve economic performance in rural areas.
- ECO2: To ensure the economy actively contributes to social and environmental well-being.
- ECO3: To offer opportunities for Tourism and recreation in a way that helps the economy, society and the environment.

# Assessment of policy

				A: Keep original policy.	B: No policy	C: Amended policy
ENV1					Not having a policy does not mean that these issues will not be considered or addressed. A policy does however provide more certainty.	
ENV2						
ENV3			?			+ Policy refers to biodiversity enhancements.
ENV4	+	Policy seeks to retain buildings that are beneficial to the landscape.	?			+ Policy seeks to retain buildings that are beneficial to the landscape.
ENV5						
ENV6						
ENV7			?			+ Policy seeks to promote reuse and retrofit rather than demolition.
ENV8			?			+ Policy seeks to promote reuse and retrofit rather than demolition.
ENV9						
ENV10	+	Policy seeks to retain buildings of good design and beneficial to the area.	?			+ Policy seeks to retain buildings of good design and beneficial to the area.
ENV11			?			+ Policy refers to light pollution.
ENV12						
SOC1						
SOC2						
SOC3						
SOC4						
SOC5						
SOC6						
SOC7						
ECO1						
ECO2						
ECO3						



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**Sites Specifics – Great Yarmouth**

**Policy GTY1: Marina Quays (Port of Yarmouth Marina)**

**Policy Map 9**

1. The ~~reuse and enhancement of existing facilities at Marina Quays~~ [use of this site](#) for river and other leisure users, or appropriate redevelopment, will be encouraged where this is compatible with the flood risk to the site.
2. Careful consideration will be given to the design, scale and layout of any redevelopment, [including any associated lighting \(in line with policy DMxx\)](#), its potential additional impacts on nearby residents and setting of the Halvergate Marshes Conservation Area, and its role as a landscape buffer between the Bure Park and more urban areas.
3. Any boatyard/marina uses will need to address risks to the natural environment, including disturbance and water pollution in relation to designated sites.
4. An archaeological assessment may be required as part of any application.
5. [Depending on the details of the scheme, it may need to provide biodiversity net gain \(in line with policy xx\) and mitigate recreation impacts \(through the GI RAMS tariff or equivalent mitigation\).](#)
6. [Proposals for electric hook up points for moored boats will only be supported if any associated lighting is kept to a minimum.](#)

**Constraints and features**

- River frontage with riverside footpath passing through.
- Current access to the mooring frontage does not meet modern Health and Safety requirements.
- Adjacent to Bure Park.
- Petrol station and main road (Caister Road) adjacent.
- Flood risk zone 3 by EA mapping and part 2 and indicative 3b by SFRA 2017 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 flow can be quite fast.
- Halvergate Marshes Conservation Area over the river.
- Adjacent to the extended Outer Thames Estuary SPA.



- 32 • Close to a number of World War Two sites, including the site of an anti-aircraft battery.  
33 Potential for archaeological remains associated with these sites and the use of the adjacent  
34 River Bure.

### 35 Reasoned Justification

36 The marina, public house and public toilets on this site ~~are closed and boarded up. have been~~  
37 ~~demolished and the site cleared. While their reuse and upgrading would be welcome, it is uncertain~~  
38 ~~whether this will be achieved.~~ The policy wording ~~reflects this situation, and also~~ supports  
39 ~~alternative~~ redevelopments which will bring the area back into use, while addressing the need to  
40 ensure appropriate regard is given to neighbouring uses and occupiers. Any such development  
41 would be subject to the Natural Environment policy **DM13** and required to demonstrate no likely  
42 adverse impact on the integrity of the National Sites Network ~~Natura 2000 sites~~, including Breydon  
43 Water (which is designated as both an SPA and Ramsar). Indeed, given the edge of settlement  
44 location, lighting will be an important consideration.

45 This site has planning permission for development as follows, which has commenced:

- 46 • BA/2018/0312/FUL | Full application for the erection of 8 residential dwellings, 1 mooring  
47 for Broads Authority use, 12 residential moorings, moorings allocated to dwellings, visitor  
48 moorings, the refurbishment of the marina building and associated car parking and  
49 landscaping on land
- 50 • BA/2020/0053/FUL | Demolition of former marina building & erection of 2 residential  
51 dwellings with parking & residential moorings

52 ~~Something about the planning applications xxxx.~~ The allocation for the site continues as the  
53 development has not yet been completed, although the schemes have commenced.

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

59 The policy highlights the need for the scheme to ensure Biodiversity Net Gain in line with policy **xxx**.  
60 The scheme will also need to mitigate recreation impacts and this is most easily done through  
61 paying the GI RAMS tariff.

62 In terms of Nutrient Neutrality, the Broads Authority consider that the sites itself is outside of the  
63 Broads SAC catchment and this scheme's foul water would drain to a Water Recycling Centre that is  
64 not within the Broads SAC catchment and so does not need to mitigate for Phosphate or Nitrates.

### 65 Reasonable alternative options

66 Another option would be to not have a policy and not allocate the site, but this site has planning  
67 permission and so that is not deemed a reasonable alternative. The amendments to the original  
68 policy are factual.

### 69 Sustainability appraisal summary

70 The following is a summary of the assessment of the policy.

A: Preferred Option	7 positives. 0 negatives. 0 ?
---------------------	-------------------------------

71 **How has the existing policy been used since adoption in May 2019?**

72 According to recent Annual Monitoring Reports, the policy was used and the application was in  
73 conformity with the policy.

74 **Why has the alternative option been discounted?**

75 The changes relating to numbers, BNG, GI RAMS and NN are factual.

76 **UN Sustainable Development Goals check**

77 This policy meets these [UN SD Goals](#):

**11** SUSTAINABLE CITIES  
AND COMMUNITIES



78

## **Sustainability Appraisal**

### **SA objectives:**

- ENV1: To reduce the adverse effects of traffic (on roads and water).
- ENV2: To safeguard a sustainable supply of water, to protect and improve water quality and to use water efficiently.
- ENV3: To protect and enhance biodiversity and geodiversity.
- ENV4: To conserve and enhance the quality and local distinctiveness of landscapes and towns/villages.
- ENV5: To adapt, become resilient and mitigate against the impacts of climate change
- ENV6: To avoid, reduce and manage flood risk and to become more resilient to flood risk and coastal change.
- ENV7: To manage resources sustainably through the effective use of land, energy and materials.
- ENV8: To minimise the production and impacts of waste through reducing what is wasted, and re-using and recycling what is left.
- ENV9: To conserve and enhance the cultural heritage, historic environment, heritage assets and their settings
- ENV10: To achieve the highest quality of design that is innovative, imaginable, and sustainable and reflects local distinctiveness.
- ENV11: To improve air quality and minimise noise, vibration and light pollution.
- ENV12: To increase the proportion of energy generated through renewable/low carbon processes without unacceptable adverse impacts to/on the Broads landscape
- SOC1: To improve the health and wellbeing of the population and promote a healthy lifestyle.
- SOC2: To reduce poverty, inequality and social exclusion.
- SOC3: To improve education and skills including those related to local traditional industries.
- SOC4: To enable suitable stock of housing meeting local needs including affordability.
- SOC5: To maximise opportunities for new/ additional employment
- SOC6: To improve the quality, range and accessibility of community services and facilities and to ensure new development is sustainability located with good access by means other than a private car to a range of community services and facilities.
- SOC7: To build community identity, improve social welfare and reduce crime and anti-social activity.
- ECO1: To support a flourishing and sustainable economy and improve economic performance in rural areas.
- ECO2: To ensure the economy actively contributes to social and environmental well-being.
- ECO3: To offer opportunities for Tourism and recreation in a way that helps the economy, society and the environment.

A: Preferred Policy		
ENV1		
ENV2	+	Policy refers to water pollution.
ENV3	+	Policy refers to impact of any future scheme on the natural environment.
ENV4	+	Policy refers to impact on landscape.
ENV5		
ENV6	+	Policy refers to flood risk.
ENV7	+	The area is brownfield land.
ENV8		
ENV9	+	Policy refers to historic environment.
ENV10	+	Policy refers to design.
ENV11	+	Policy refers to light pollution
ENV12		
SOC1		
SOC2		
SOC3		
SOC4		
SOC5		
SOC6		
SOC7		
ECO1		
ECO2		
ECO3		



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**Sites Specifics – Hoveton and Wroxham**

**Information for Members**

As part of the Examination of the current Local Plan, Wroxham Parish Council asked for another area to be part of this policy. The Inspector did not take that forward. The map later in this document shows the proposed additional area. It is proposed to have a specific question in the Preferred Options to ask stakeholders and the public their thoughts on this extension.

If it is considered appropriate to add the proposed area to Policy Hov1, it will be necessary provide a description of it in the Reasoned Justification.

This is a proposed draft section/policy for the Preferred Options Local Plan. Member's comments and thoughts are requested. This policy is already in the local plan, but some amendments are proposed.

Amendments to improve the policy are shown as follows: ~~text to be removed~~ and added text.

There is an assessment against the UN Sustainable Development Goals at the end of the policy.

The proposed Sustainability Appraisal of the policy is included at the end of the document. This would not be included in the Preferred Options Local Plan itself; this table would be part of the Preferred Options Sustainability Appraisal, but is included here to show how the policy and options are rated.

The currently adopted policy remains in place – these are proposed amendments and this section will form part of the Preferred Options version of the Local Plan.

**Policy POHOV1: Green infrastructure**

**Policy Map 11 and inset map [https://www.broads-](https://www.broads-authority.gov.uk/_data/assets/pdf_file/0027/259263/11.-HOVETON-and-WROXHAM.pdf)**

**[authority.gov.uk/\\_data/assets/pdf\\_file/0027/259263/11.-HOVETON-and-WROXHAM.pdf](https://www.broads-authority.gov.uk/_data/assets/pdf_file/0027/259263/11.-HOVETON-and-WROXHAM.pdf)**

The identified significant areas of green infrastructure will be maintained and enhanced for their combined and respective contributions to the character and appearance of the village, the amenity of visitors and local residents, floodwater capacity and nature conservation.

**Constraints and features**

- Parts lie within the Wroxham Conservation Area.
- Most at serious risk of flooding, according to SFRA.
- Flood risk - zones 1, 2 & 3 by EA mapping and all 2, some 3a and some modelled 3b by SFRA 2017.

**Reasoned Justification**

12 This policy seeks to protect a number of areas of open space/green infrastructure. It is important to  
13 recognise that it is protecting their openness, and not specifically promoting public access to them - parts of  
14 the proposed area have public access, but others are private and do not.

15 The area has four distinct parts:

- 16 1. The first area is off Brimblelow Road, much of which is private garden and mooring, but which makes an  
17 important contribution to the landscape and amenity of the vicinity, is a visual and wildlife link to the  
18 open land (marshes and woodland) close to the east, and is where significant development would not be  
19 acceptable because of flood risk and access/highway limitations.
- 20 2. The second area comprises the extensive gardens of properties in Beech Road. The inclusion of the area  
21 in this policy is intended to provide greater clarity about what the Authority wishes to see here, and to  
22 avoid some recent developments creating a precedent.
- 23 3. The third area is the public open areas along the riverside between Granary Quay (included) and  
24 stretching up past the pub, moorings, Visitor Centre, Railway Bridge, and a little beyond. Hoveton Parish  
25 Council has previously stated that it wished to see Granary Staithe kept open and accessible to the public  
26 for the enjoyment of both residents and visitors and as an asset on the northbound entry into Hoveton,  
27 and that this view is widely supported by feedback from residents.
- 28 4. The fourth area is the public staithe, Trafford Memorial Ground, Caen Meadow area off Church Road.  
29 The area is remote from the development boundaries in this plan but very close to those of the  
30 development boundary in the current Broadland Local Plan, just across the road and outside the Broads  
31 Authority Executive Area boundary.

32 The wording of the policy is intended to highlight their common and combined value and treatment, while  
33 recognising the differences in their qualities and access.

34 **Specific Question x:** As part of the Examination into the current Local Plan, Wroxham Parish Council  
35 requested that an extra area of land be included in this policy. That request was not taken forward by the  
36 Planning Inspector. The area of land is shown on the following map.

37 **What do you think about extending the area to which this policy applies to include the area of land shown**  
38 **on the following map?**

39 **Are there any other areas of green infrastructure in Wroxham/Hoveton that you would like to see**  
40 **protected?**



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41 **Reasonable alternative options**

42 a) No policy

43 **Sustainability appraisal summary**

44 The options (of the preferred policy and no policy) have been assessed in the SA. The following is a  
45 summary.

A: No policy	0 positives. 0 negatives. 2 ?
B: Preferred Option	2 positives. 0 negatives. 0 ?

	Overall, positive.
--	--------------------

**How has the existing policy been used since adoption in May 2019?**

According to recent Annual Monitoring Reports, the policy has been used and applications have been determined in accordance with the policy.

**Why has the alternative option been discounted?**

The green infrastructure in Wroxham and Hoveton are part of the character of the area and so a policy that seeks their protection is favoured.



## Sustainability Appraisal

### SA objectives:

- ENV1: To reduce the adverse effects of traffic (on roads and water).
- ENV2: To safeguard a sustainable supply of water, to protect and improve water quality and to use water efficiently.
- ENV3: To protect and enhance biodiversity and geodiversity.
- ENV4: To conserve and enhance the quality and local distinctiveness of landscapes and towns/villages.
- ENV5: To adapt, become resilient and mitigate against the impacts of climate change
- ENV6: To avoid, reduce and manage flood risk and to become more resilient to flood risk and coastal change.
- ENV7: To manage resources sustainably through the effective use of land, energy and materials.
- ENV8: To minimise the production and impacts of waste through reducing what is wasted, and re-using and recycling what is left.
- ENV9: To conserve and enhance the cultural heritage, historic environment, heritage assets and their settings
- ENV10: To achieve the highest quality of design that is innovative, imaginable, and sustainable and reflects local distinctiveness.
- ENV11: To improve air quality and minimise noise, vibration and light pollution.
- ENV12: To increase the proportion of energy generated through renewable/low carbon processes without unacceptable adverse impacts to/on the Broads landscape
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- SOC2: To reduce poverty, inequality and social exclusion.
- SOC3: To improve education and skills including those related to local traditional industries.
- SOC4: To enable suitable stock of housing meeting local needs including affordability.
- SOC5: To maximise opportunities for new/ additional employment
- SOC6: To improve the quality, range and accessibility of community services and facilities and to ensure new development is sustainability located with good access by means other than a private car to a range of community services and facilities.
- SOC7: To build community identity, improve social welfare and reduce crime and anti-social activity.
- ECO1: To support a flourishing and sustainable economy and improve economic performance in rural areas.
- ECO2: To ensure the economy actively contributes to social and environmental well-being.
- ECO3: To offer opportunities for Tourism and recreation in a way that helps the economy, society and the environment.

## Assessment of policy

		A: No policy	B: Preferred Option
ENV1		Not having a policy does not mean that these issues will not be considered or addressed. A policy does however provide more certainty.	
ENV2			
ENV3	?		+ These areas will benefit biodiversity.
ENV4	?		+ These areas add to the character of the area.
ENV5			
ENV6			
ENV7			
ENV8			
ENV9			
ENV10			
ENV11			
ENV12			
SOC1			
SOC2			
SOC3			
SOC4			
SOC5			
SOC6			
SOC7			
ECO1			
ECO2			
ECO3			



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**Sites Specifics – BeWILDerwood Adventure Park**

This is a proposed draft section/policy for the Preferred Options Local Plan. Member's comments and thoughts are requested. This policy is already in the local plan, but some amendments are proposed.

Amendments to improve the policy are shown as follows: ~~text to be removed~~ and added text.

There is an assessment against the UN Sustainable Development Goals at the end of the policy.

The proposed Sustainability Appraisal of the policy is included at the end of the document. This would not be included in the Preferred Options Local Plan itself; this table would be part of the Preferred Options Sustainability Appraisal, but is included here to show how the policy and options are rated.

The currently adopted policy remains in place – these are proposed amendments and this section will form part of the Preferred Options version of the Local Plan.

**Policy HOV4: BeWILDerwood Adventure Park**

**Policy Map 11 and inset map**

The retention of the park, as identified on the policies map, as an outdoor adventure and education facility will be supported.

Ancillary development to meet the operational needs of the park, alterations to existing development and modest new development that supports the outdoor adventure and education facility will be permitted if the following considerations are satisfactorily addressed:

- a) impacts on individual trees and the woodland as a whole;
- b) impacts on protected species and habitats;
- c) adequate and appropriate provision of biodiversity enhancements (see policy PODMxx);
- d) impacts on amenity of adjoining occupiers, including from changes in activities on site and opening times;
- e) traffic, transport, access and parking (including appropriate cycle parking provision and electric vehicle charging points as necessary);
- f) light pollution (see Policy PODMxx);
- g) flood risk and water quality;
- h) ongoing management of the activities of the park to protect the trees, woodland, habitats and species; and
- i) impacts on visual amenity and landscape character of the area.

The outdoor adventure and education facilities shall remain within the existing main facility area (as identified on the policies map).

22 Appropriate complementary diversification necessary to support the existing park may be acceptable,  
 23 subject to consideration of the above points and other policies in the Local Plan and NPPF.

24 The policies map identifies three main areas:

25 i) The main area of the outdoor adventure and education park. In this area, retention and alteration of the  
 26 existing play structures and other features will be broadly acceptable. Some modest new development  
 27 may also be appropriate.

28 ii) The maturing woodland area is protected as a visual and amenity buffer. Small-scale park related  
 29 activities, which do not result in adverse impacts, may be supported in this area; and

30 iii) The car parking and service areas will be retained in such a use.

#### 31 Constraints and features

- 32 • Previous surveys have found BAP invertebrates, bats, breeding birds, otter, and water voles.
- 33 • There are large areas of wet woodland.
- 34 • Flood risk has changed over time. Previous FRAs have found parts of the area in Flood Zone 2 and 3.  
 35 Much more is affected when considering climate change allowance. SFRA 2017 shows some of the area  
 36 in flood zone 2.
- 37 • The Three Rivers Way walking and cycle route passes by the entrance to BeWILDerwood.
- 38 • The site is also home to The Norfolk Broads Cycling Centre.
- 39 • Contains cropmarks of field systems. Some of the boundaries may be Roman.
- 40 • [An area of dark skies](#)

#### 41 Reasoned Justification

42 BeWILDerwood Adventure Park is one of the major attractions in the Broads. There are treehouses, zip  
 43 wires, storytelling, boat trips and marsh walks, and the BeWILDerwood education programmes offer cross-  
 44 curricular activities.

45 Being a unique and popular attraction in a special setting, a policy is deemed necessary to manage change in  
 46 a way that seeks to protect and enhance the trees, species, [dark skies](#) and amenity of nearby and adjoining  
 47 occupiers. The park has continued to develop incrementally since first opening, but the trees and habitat are  
 48 sensitive to the activities of the park. This policy also seeks to help the local community understand what  
 49 may or may not happen in future.

50 The Park is required to be within the existing woodland because of visual, landscape and amenity impact.

51 The Horning Road access shall remain the primary access, with internal circulation on the track permitted by  
 52 planning applications 2012/0038 and 2016/0063 and limited emergency and delivery access via Long Lane in  
 53 accordance with planning applications 2012/0038 and 2016/0063. Any development that would result in an  
 54 increase in visitor numbers should be served by appropriate sustainable transport options. Additional  
 55 demands for on-site parking, if acceptable with regards to traffic and highway safety, would need to be  
 56 carefully designed to integrate into the landscape and protect the amenity of adjoining occupiers.

57 All proposed development within the park should be assessed in line with BS5837:2012-Trees in relation to  
 58 design, demolition and construction (or any successor standard). The policy seeks to make sure the  
 59 management of the existing development and any future development takes account of the following  
 60 impacts on trees:

- 61 • Reduction in tree cover
- 62 • Compaction of roots and associated impact on tree vigour
- 63 • Severance of roots
- 64 • Impact damage
- 65 • Tree protection during construction
- 66 • Comprehensive and sustainable woodland management

- 67 With regard to habitats around the site:
- 68 • The **wet woodland habitat** is the most important and species rich of the habitats on the site.
  - 69 Any future development should avoid adverse impacts to wet woodland habitat and associated plant
  - 70 and invertebrate species.
  - 71 • **Grassland** is used by resident breeding barn owls for hunting and should remain available and managed
  - 72 as such.
  - 73 • The **woodland** on the site supports many species including bats, birds and invertebrates, and some
  - 74 reptile potential such as grass snake. Any further development should take into account protected
  - 75 species mitigation and enhancement.

76 The car parking lies outside these areas but is an important component of the development, and there are

77 dedicated service areas. It would be appropriate to retain these uses in these areas. In terms of parking, the

78 policy also refers to the need for appropriate provision of cycle parking and electric vehicle charging points.

79 ~~The emphasis of this policy is in line with BeWILDerwood's own Environment Policy<sup>3</sup> which states that the~~

80 ~~Parks was designed to 'have a light environmental impact and to carry a sustainable approach throughout~~

81 ~~every aspect of the business'.~~

## 82 Reasonable alternative options

- 83 a) An alternative option could be to have no specific policy relating to BeWILDerwood; any
- 84 application would be considered using existing policies.
- 85 b) The original policy, with no amendments.

## 86 Sustainability appraisal summary

87 The three options (of the amended policy, the original policy and no policy) have been assessed in

88 the SA. The following is a summary.

A: No policy	0 positives. 0 negatives. 8 ?
B: Keep original policy	7 positives. 0 negatives. 2 ? Overall, positive.
C: Preferred Option - amend policy.	8 positives. 0 negatives. 0 ? Overall, positive.

## 89 How has the existing policy been used since adoption in May 2019?

90 According to recent Annual Monitoring Reports, the policy has been used and applications have

91 been determined in accordance with the policy.

## 92 Why has the alternative option been discounted?

93 BeWILDerwood is an important tourism site in the area, set in an important context. It is an area

94 with many constraints. By setting out the key considerations, the policy supports appropriate

95 change at the site. The preferred policy is favoured as it emphasises the importance of dark skies,

96 cycle provision and biodiversity enhancements.

## 97 UN Sustainable Development Goals check

98 This policy meets these UN SD Goals:

<sup>3</sup> BeWILDerwood's Environment Policy: <https://www.bewilderwood.co.uk/our-policies/environmental/>

# 15 LIFE ON LAND



99

## Sustainability Appraisal

### SA objectives:

- ENV1: To reduce the adverse effects of traffic (on roads and water).
- ENV2: To safeguard a sustainable supply of water, to protect and improve water quality and to use water efficiently.
- ENV3: To protect and enhance biodiversity and geodiversity.
- ENV4: To conserve and enhance the quality and local distinctiveness of landscapes and towns/villages.
- ENV5: To adapt, become resilient and mitigate against the impacts of climate change
- ENV6: To avoid, reduce and manage flood risk and to become more resilient to flood risk and coastal change.
- ENV7: To manage resources sustainably through the effective use of land, energy and materials.
- ENV8: To minimise the production and impacts of waste through reducing what is wasted, and re-using and recycling what is left.
- ENV9: To conserve and enhance the cultural heritage, historic environment, heritage assets and their settings
- ENV10: To achieve the highest quality of design that is innovative, imaginable, and sustainable and reflects local distinctiveness.
- ENV11: To improve air quality and minimise noise, vibration and light pollution.
- ENV12: To increase the proportion of energy generated through renewable/low carbon processes without unacceptable adverse impacts to/on the Broads landscape
- SOC1: To improve the health and wellbeing of the population and promote a healthy lifestyle.
- SOC2: To reduce poverty, inequality and social exclusion.
- SOC3: To improve education and skills including those related to local traditional industries.
- SOC4: To enable suitable stock of housing meeting local needs including affordability.
- SOC5: To maximise opportunities for new/ additional employment
- SOC6: To improve the quality, range and accessibility of community services and facilities and to ensure new development is sustainability located with good access by means other than a private car to a range of community services and facilities.
- SOC7: To build community identity, improve social welfare and reduce crime and anti-social activity.
- ECO1: To support a flourishing and sustainable economy and improve economic performance in rural areas.
- ECO2: To ensure the economy actively contributes to social and environmental well-being.
- ECO3: To offer opportunities for Tourism and recreation in a way that helps the economy, society and the environment.

## Assessment of policy

		A: No policy	B: Keep original policy		C: Preferred Option - amend policy	
ENV1	?	Not having a policy does not mean that these issues will not be considered or addressed. A policy does however provide more certainty.	+	Policy refers to travel and transport.	+	Policy refers to travel and transport and refers to cycle parking.
ENV2	?		+	Policy refers to water quality.	+	Policy refers to water quality.
ENV3	?		+	Policy seeks to protect biodiversity.	+	Policy seeks to protect biodiversity and requires biodiversity enhancements.
ENV4	?		+	Policy seeks to protect landscape character.	+	Policy seeks to protect landscape character.
ENV5						
ENV6	?		+	Policy refers to flood risk.	+	Policy refers to flood risk.
ENV7						
ENV8						
ENV9						
ENV10						
ENV11	?				+	Policy refers to light pollution.
ENV12						
SOC1	?		+	The tourist attraction helps with an active lifestyle.	+	The tourist attraction helps with an active lifestyle.
SOC2						
SOC3						
SOC4						
SOC5						
SOC6						
SOC7						
ECO1						
ECO2						
ECO3	-		+	Fundamentally, the policy seeks to ensure that the site is a success and reflects its context.	+	Fundamentally, the policy seeks to ensure that the site is a success and reflects its context.





**Local Plan for the Broads - Review  
Preferred Options bitesize pieces  
August 2023**

**Norwich riverside walk**

This is a proposed draft section/policy for the Preferred Options Local Plan. Member's comments and thoughts are requested. This policy is already in the local plan, but some amendments are proposed.

Amendments to improve the policy are shown as follows: ~~text to be removed~~ and added text.

There is an assessment against the UN Sustainable Development Goals at the end of the policy.

The proposed Sustainability Appraisal of the policy is included at the end of the document. This would not be included in the Preferred Options Local Plan itself; this table would be part of the Preferred Options Sustainability Appraisal, but is included here to show how the policy and options are rated.

**Policy NOR2: Riverside walk and cycle path**

**Policy Map 12 and inset map:** [https://www.broads-authority.gov.uk/\\_data/assets/pdf\\_file/0028/259264/12.-NORWICH-POLICY.pdf](https://www.broads-authority.gov.uk/_data/assets/pdf_file/0028/259264/12.-NORWICH-POLICY.pdf)

1. Land will be safeguarded for a riverside walk and cycle path along the Wensum/Yare, and implemented in a way which links to the wider network of public access in the area.
2. Development of the walkway will need to address the archaeological and minerals potential of the area.
3. The provision of appropriately designed and located art and its interpretation will be supported.
4. Lighting will be designed in line with good lighting principles given the riverside location.
5. Continuing the path to link to Carey's Meadow (see policy xxx) is supported in principle, subject to the design and any impact on navigation and the natural environment.
6. Proposals need to fit in with the East Norwich regeneration scheme and policy NOR1.

Constraints and features

- Likely archaeological interest in the area (Roman wharfs, WW2 structures found in vicinity).
- Flood risk - zone 2 by EA mapping and small parts in zone 2, 3a and modelled 3b by SFRA 2017 mapping.
- Being next to the river, will need to consider impact on navigation.
- The earmarked route ends close to Carey's Meadow.

- [The earmarked route passes the Utilities Site \(part of the East Norwich scheme\) see policy NOR1.](#)

#### Reasoned Justification

Public access to the riverside along this stretch of the River Yare (from the confluence of the rivers Yare and Wensum to the railway bridge over the Yare) has long been a policy objective. This is included in the aspirations for the development of the Utilities Site, but is proposed as an additional and separate policy so that this is clearly indicated as an intention even if the adjacent site is developed later, or in a way different to that envisaged by that policy. [The policy intends for the path to be delivered in a way that complements the East Norwich regeneration scheme.](#)

The Environment Agency highlights the need for Flood Defence Consent from the Agency for development and for any trees in proximity to the river.

[In terms of lighting, whilst it is acknowledged that the route is in Norwich, it is along a river corridor and these areas are foraging areas for bats and so lighting needs to be well designed, if required.](#)

~~The safety by the water policy requirements will be of particular importance to this riverside path.~~

#### **Reasonable alternative options**

- The original policy, with no amendments.
- No policy

#### **Sustainability appraisal summary**

The three options (of the amended policy, no policy and the original policy) have been assessed in the SA. The following is a summary.

A: Keep original policy	3 positives. 0 negatives. 0 ? Overall, positive.
B: Preferred Option - amend policy.	4 positives. 0 negatives. 0 ? Overall, positive.
C: No policy	0 positives. 0 negatives. 4 ?

#### **How has the existing policy been used since adoption in May 2019?**

According to recent Annual Monitoring Reports, the policy has not been used.

#### **Why have the alternative options been discounted?**

The amendments to the original policy add further important considerations such as lighting, art and interpretation, the potential to link to Carey's meadow as well as to complement the East Norwich regeneration scheme and these changes are favoured.

#### **UN Sustainable Development Goals check**

This policy meets these [UN SD Goals](#):

**3** GOOD HEALTH  
AND WELL-BEING



**13** CLIMATE  
ACTION



## **Sustainability Appraisal**

SA objectives:

- ENV1: To reduce the adverse effects of traffic (on roads and water).
- ENV2: To safeguard a sustainable supply of water, to protect and improve water quality and to use water efficiently.
- ENV3: To protect and enhance biodiversity and geodiversity.
- ENV4: To conserve and enhance the quality and local distinctiveness of landscapes and towns/villages.
- ENV5: To adapt, become resilient and mitigate against the impacts of climate change
- ENV6: To avoid, reduce and manage flood risk and to become more resilient to flood risk and coastal change.
- ENV7: To manage resources sustainably through the effective use of land, energy and materials.
- ENV8: To minimise the production and impacts of waste through reducing what is wasted, and re-using and recycling what is left.
- ENV9: To conserve and enhance the cultural heritage, historic environment, heritage assets and their settings
- ENV10: To achieve the highest quality of design that is innovative, imaginable, and sustainable and reflects local distinctiveness.
- ENV11: To improve air quality and minimise noise, vibration and light pollution.
- ENV12: To increase the proportion of energy generated through renewable/low carbon processes without unacceptable adverse impacts to/on the Broads landscape
- SOC1: To improve the health and wellbeing of the population and promote a healthy lifestyle.
- SOC2: To reduce poverty, inequality and social exclusion.
- SOC3: To improve education and skills including those related to local traditional industries.
- SOC4: To enable suitable stock of housing meeting local needs including affordability.
- SOC5: To maximise opportunities for new/ additional employment
- SOC6: To improve the quality, range and accessibility of community services and facilities and to ensure new development is sustainability located with good access by means other than a private car to a range of community services and facilities.
- SOC7: To build community identity, improve social welfare and reduce crime and anti-social activity.
- ECO1: To support a flourishing and sustainable economy and improve economic performance in rural areas.
- ECO2: To ensure the economy actively contributes to social and environmental well-being.
- ECO3: To offer opportunities for Tourism and recreation in a way that helps the economy, society and the environment.

# Assessment of policy

	A: Keep original policy		B: Preferred Option - amend policy		C: No policy	
ENV1	+	Fundamentally, the policy is for a walking and cycling path.	+	Fundamentally, the policy is for a walking and cycling path.	?	Not having a policy does not mean that these issues will not be considered or addressed. A policy does however provide more certainty.
ENV2						
ENV3						
ENV4						
ENV5						
ENV6						
ENV7						
ENV8						
ENV9						
ENV10						
ENV11			+	Policy talks of light pollution considerations.	?	
ENV12						
SOC1	+	Fundamentally, the policy is for a walking and cycling path and walking and cycling are part of a healthy lifestyle.	+	Fundamentally, the policy is for a walking and cycling path and cycling are part of a healthy lifestyle.	?	
SOC2						
SOC3						
SOC4						
SOC5						
SOC6	+	When considered in light of the East Norwich regeneration scheme, this path could help with access to services.	+	When considered in light of the East Norwich regeneration scheme, this path could help with access to services.	?	
SOC7						
ECO1						
ECO2						
ECO3						



**Local Plan for the Broads - Review  
Preferred Options bitesize pieces  
August 2023**

**Heritage and historic assets**

This is a proposed draft section/policy for the Preferred Options Local Plan. Member's comments and thoughts are requested. This policy is already in the local plan, but some amendments are proposed.

Amendments to improve the policy are shown as follows: ~~text to be removed~~ and added text.

There is an assessment against the UN Sustainable Development Goals at the end of the policy.

The proposed Sustainability Appraisal of the policy is included at the end of the document. This would not be included in the Preferred Options Local Plan itself; this table would be part of the Preferred Options Sustainability Appraisal, but is included here to show how the policy and options are rated.

The currently adopted policy remains in place – these are proposed amendments and this section will form part of the Preferred Options version of the Local Plan.

**Policy SP5: Historic Environment**

1. The historic environment of the Broads will be protected and enhanced.
2. Key buildings, structures and features which contribute to the Broads' character and distinctiveness will be protected from inappropriate development or change.
3. Proposals which maintain, enhance and provide better understanding of the significance of the overall cultural heritage value of the Broads will be sought through:
  - a) Supporting the repair and appropriate re-use of buildings and structures of historic, architectural, cultural or landscape value where the repair and/or use would not be detrimental to the character, appearance or integrity of the building or structure, its context or setting; and
  - b) Requiring the highest standard of design and highest quality of appropriate materials which will protect the historic environment and add to the future cultural heritage value of the locality.
4. The archaeology of the Broads will be better understood, protected and enhanced by:
  - a) Protecting archaeology from inappropriate development or change; and
  - b) Ensuring proposals take account of the area's status as having 'exceptional waterlogged heritage'

27 5. Appropriate development proposals that bring into use or improve an asset so it is no longer  
28 deemed at risk on the heritage at risk register will be supported where appropriate to their  
29 significance.

30 Reasoned Justification

31 The NPPF defines Historic Environment as '*all aspects of the environment resulting from the*  
32 *interaction between people and places through time, including all surviving physical remains of past*  
33 *human activity, whether visible, buried or submerged, and landscaped and planted or managed*  
34 *flora*'.

35 The Broads has a rich and varied cultural heritage. The historic environment makes a significant  
36 contribution to sustainable communities through supporting economic vitality, social and cultural  
37 links to the past and a dynamic and varied built environment.

38 Much of the landscape of the Broads is a product of historic and cultural practices and is of itself an  
39 historic landscape. There are many designated and non-designated heritage assets, as discussed at  
40 section 3.8.

41 Our policies aim to set new standards to complement the current character and to create  
42 development that will be valued in future. The design quality of new structures in the Broads may  
43 impact on identified features, and by requiring a high quality of design, it is hoped the cultural  
44 heritage value of the area will be enhanced.

45 The quality and type of materials used is important in historic contexts and sensitive landscapes.  
46 Modern materials such as uPVC or composite boarding or cladding, bargeboards, soffits and  
47 rainwater goods, or composite tiles and other roof coverings often visually compete with softer and  
48 traditional materials typically used on historic properties. Hard cement renders, as an example, can  
49 also restrict moisture movement and create damp within historic properties. It is often honest,  
50 simple, breathable and traditional materials that will be the most appropriate in historic contexts.  
51 Modern materials will need to be thought about carefully and given full justification for their use  
52 when used on or attached to historic properties or within their wider setting.

53 Heritage assets are defined by the NPPF as '*a building, monument, site, place, area or landscape*  
54 *identified as having a degree of significance meriting consideration in planning decisions, because of*  
55 *its heritage interest. Heritage asset includes designated heritage assets and assets identified by the*  
56 *local planning authority (including local listing)*'.

- 57 • Designated heritage asset. The NPPF defines these as World Heritage Sites, Scheduled  
58 Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered  
59 Battlefield or Conservation Area designated under the relevant legislation.
- 60 • Non-Designated Heritage Assets. The NPPG says these are locally designated '*buildings,*  
61 *monuments, sites, places, areas or landscapes identified as having a degree of significance*  
62 *meriting consideration in planning decisions but which are not formally designated heritage*  
63 *assets*'.

64 Some non-designated heritage assets can be found on the Authority's Local List, which identifies  
65 buildings and structures that significantly contribute to the local character but may not meet the  
66 strict criteria for nationally listed assets. It should be noted that not all non-designated heritage

67 assets are on the local list. Some non-designated heritage assets have not been formally identified  
68 and may be discovered through the planning process.

69 There will be archaeological interest in a heritage asset if it holds, or may potentially hold, evidence  
70 of past human activity worthy of expert investigation. Heritage assets with archaeological interest  
71 are the primary evidence source about the substance and evolution of places, and the people and  
72 cultures that made them.

73 Heritage at Risk is a term applied to designated heritage assets at risk as a result of neglect, decay,  
74 or inappropriate development, or vulnerable to becoming so. The Authority generally supports  
75 improvements to the 'at risk' assets that will enable them to be taken off the register, but these  
76 changes must be in conformity with the other adopted policies of the Local Plan and with national  
77 planning policies.

78 The only Conservation Area at risk in the Broads is the Halvergate Marshes Conservation Area. ~~The~~  
79 One of the reasons for this is the poor condition of ~~the numerous~~ many of the numerous mill  
80 structures within it. ~~being poor and also continuing (in the main) to deteriorate.~~ There has recently  
81 been a slight improvement in condition recently with some structures being repaired as part of the  
82 Water Mills and Marshes project and the separate repair of the Stracey Arms Mill. receiving  
83 ~~attention. One of the primary outcomes of the Water Mills and Marshes project is the~~  
84 ~~improvement in condition of a number of the structures. This in turn should mean that within 5~~  
85 ~~years the conservation area will have improved enough to come off the 'at risk' register.~~

#### 86 Relevant sources of information

- 87 • The Norfolk and Suffolk Historic Environment Records: <http://www.heritage.norfolk.gov.uk/>  
88 and <https://heritage.suffolk.gov.uk/>
- 89 • HISTORIC ENVIRONMENT GOOD PRACTICE ADVICE IN PLANNING, Historic England. Notes 1,  
90 The Historic Environment in Local Plans. [https://historicengland.org.uk/images-](https://historicengland.org.uk/images-books/publications/gpa1-historic-environment-local-plans/)  
91 [books/publications/gpa1-historic-environment-local-plans/](https://historicengland.org.uk/images-books/publications/gpa1-historic-environment-local-plans/)
- 92 • HISTORIC ENVIRONMENT GOOD PRACTICE ADVICE IN PLANNING, Historic England. Notes, 2  
93 Managing Significance in Decision-Taking in the Historic Environment.  
94 [historicengland.org.uk/images-books/publications/gpa2-managing-significance-in-decision-](https://historicengland.org.uk/images-books/publications/gpa2-managing-significance-in-decision-taking/)  
95 [taking/](https://historicengland.org.uk/images-books/publications/gpa2-managing-significance-in-decision-taking/)
- 96 • HISTORIC ENVIRONMENT GOOD PRACTICE ADVICE IN PLANNING, Historic England. Notes 3,  
97 The Setting of Heritage Assets.  
98 [historicengland.org.uk/images-books/publications/gpa3-setting-of-heritage-assets/](https://historicengland.org.uk/images-books/publications/gpa3-setting-of-heritage-assets/)

#### 99 **Reasonable alternative options**

- 100 a) No policy  
101 b) Original policy

#### 102 **Sustainability appraisal summary**

103 The options (of the preferred policy, original policy and no policy) have been assessed in the SA.  
104 The following is a summary.

A: No policy	0 positives. 0 negatives. 3 ?
B: Preferred Option	3 positives. 0 negatives. 0 ?



	Overall, positive.
C: Original policy	3 positives. 0 negatives. 0 ? Overall, positive.

105 **How has the existing policy been used since adoption in May 2019?**

106 According to recent Annual Monitoring Reports, the policy has been used and applications have  
107 been determined in accordance with the policy.

108 **Why has the alternative option been discounted?**

109 Because the Broads benefits from many different types of heritage assets all around the area, to  
110 have strategic policy is considered prudent. The slight amendment which brings in materials is  
111 favoured as inappropriate materials can harm heritage assets.

## Sustainability Appraisal

### SA objectives:

- ENV1: To reduce the adverse effects of traffic (on roads and water).
- ENV2: To safeguard a sustainable supply of water, to protect and improve water quality and to use water efficiently.
- ENV3: To protect and enhance biodiversity and geodiversity.
- ENV4: To conserve and enhance the quality and local distinctiveness of landscapes and towns/villages.
- ENV5: To adapt, become resilient and mitigate against the impacts of climate change
- ENV6: To avoid, reduce and manage flood risk and to become more resilient to flood risk and coastal change.
- ENV7: To manage resources sustainably through the effective use of land, energy and materials.
- ENV8: To minimise the production and impacts of waste through reducing what is wasted, and re-using and recycling what is left.
- ENV9: To conserve and enhance the cultural heritage, historic environment, heritage assets and their settings
- ENV10: To achieve the highest quality of design that is innovative, imaginable, and sustainable and reflects local distinctiveness.
- ENV11: To improve air quality and minimise noise, vibration and light pollution.
- ENV12: To increase the proportion of energy generated through renewable/low carbon processes without unacceptable adverse impacts to/on the Broads landscape
- SOC1: To improve the health and wellbeing of the population and promote a healthy lifestyle.
- SOC2: To reduce poverty, inequality and social exclusion.
- SOC3: To improve education and skills including those related to local traditional industries.
- SOC4: To enable suitable stock of housing meeting local needs including affordability.
- SOC5: To maximise opportunities for new/ additional employment
- SOC6: To improve the quality, range and accessibility of community services and facilities and to ensure new development is sustainability located with good access by means other than a private car to a range of community services and facilities.
- SOC7: To build community identity, improve social welfare and reduce crime and anti-social activity.
- ECO1: To support a flourishing and sustainable economy and improve economic performance in rural areas.
- ECO2: To ensure the economy actively contributes to social and environmental well-being.
- ECO3: To offer opportunities for Tourism and recreation in a way that helps the economy, society and the environment.

## Assessment of policy

		A: No policy		B: Preferred Option		C: Original policy
ENV1		Not having a policy does not mean that these issues will not be considered or addressed. A policy does however provide more certainty.				
ENV2						
ENV3						
ENV4	?		+	The historic environment is part of the landscape of the area.	+	The historic environment is part of the landscape of the area.
ENV5						
ENV6						
ENV7						
ENV8						
ENV9	?		+	Fundamentally, the policy relates to the historic environment.	+	Fundamentally, the policy relates to the historic environment.
ENV10	?		+	Design is an important element of the policy.	+	Design is an important element of the policy.
ENV11						
ENV12						
SOC1						
SOC2						
SOC3						
SOC4						
SOC5						
SOC6						
SOC7						
ECO1						
ECO2						
ECO3						



**Local Plan for the Broads - Review**  
**Preferred Options bitesize pieces**  
**August 2023**

**Staithes**

This is a proposed draft section/policy for the Preferred Options Local Plan. Member's comments and thoughts are requested. This policy is already in the local plan, but some amendments are proposed.

Amendments to improve the policy are shown as follows: ~~text to be removed~~ and added text.

There is an assessment against the UN Sustainable Development Goals at the end of the policy.

The proposed Sustainability Appraisal of the policy is included at the end of the document. This would not be included in the Preferred Options Local Plan itself; this table would be part of the Preferred Options Sustainability Appraisal, but is included here to show how the policy and options are rated.

The currently adopted policy remains in place – these are proposed amendments and this section will form part of the Preferred Options version of the Local Plan.

**Policy POSSSTAITHES: Staithes**

Staithes are protected, in line with their existing access rights, from:

- i) Encroachment;
- ii) Inappropriate built development;
- iii) Their access being obstructed; and
- iv) Development which detrimentally impacts their historic character and setting.

Proposals to enhance staithes 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 that is adjacent to a waterway and that 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 being 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).

**Reasonable alternative options**

19 a) No policy

20 **Sustainability appraisal summary**

21 The original policy has been assessed in the SA. The following is a summary.

A: Keep original policy	6 positives. 0 negatives. 0 ? Overall, positive.
B: No policy	0 positives. 0 negatives. 6 ?

22 **How has the existing policy been used since adoption in May 2019?**

23 According to recent Annual Monitoring Reports, the policy has been used and applications have  
24 been determined in accordance with the policy.

25 **Why has the alternative option been discounted?**

26 An alternative option is to not have a policy. If this option were to be taken forward, there would  
27 be no protection for staithes through the planning process. This is deemed an unreasonable option  
28 and has not been taken forward for consideration. This is because the policy is in the current Local  
29 Plan and there have not been any suggestions to remove it. Also, fundamentally, the policy  
30 provides a level of protection for staithes, which are important locally.

31 **UN Sustainable Development Goals check**

32 This policy meets these [UN SD Goals](#):

33 None seem applicable.

## Sustainability Appraisal

### SA objectives:

- ENV1: To reduce the adverse effects of traffic (on roads and water).
- ENV2: To safeguard a sustainable supply of water, to protect and improve water quality and to use water efficiently.
- ENV3: To protect and enhance biodiversity and geodiversity.
- ENV4: To conserve and enhance the quality and local distinctiveness of landscapes and towns/villages.
- ENV5: To adapt, become resilient and mitigate against the impacts of climate change
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- SOC7: To build community identity, improve social welfare and reduce crime and anti-social activity.
- ECO1: To support a flourishing and sustainable economy and improve economic performance in rural areas.
- ECO2: To ensure the economy actively contributes to social and environmental well-being.
- ECO3: To offer opportunities for Tourism and recreation in a way that helps the economy, society and the environment.

## Assessment of policy

A: Keep original policy		B: No policy
ENV1	+ Staithes are areas where boats can be unloaded safely thus not impacting on the navigable parts of the Broads. These facilities could also make using boats for transporting goods more appealing.	Not having a policy does not necessarily mean that staithes would be lost as the Authority does have some legal powers regarding staithes. A policy is another way of protecting staithes.
ENV2		
ENV3		
ENV4	+ Staithes can contribute to the character of a area. Staithes have the potential to benefit the local economy by being somewhere for tourists to moor as well as enabling the off-loading of goods.	
ENV5		
ENV6		
ENV7		
ENV8		
ENV9	+ Using the waterways and staithes is related to the history and traditions of the Broads.	
ENV10		
ENV11		
ENV12		
SOC1	+ Staithes can help access the water with the related positive impact of active lifestyles.	
SOC2		
SOC3		
SOC4		
SOC5		
SOC6		
SOC7		
ECO1		
ECO2		
ECO3	+ Depending on any access right or ownership, staithes can be used to enjoy the water, with related tourism and recreation positive impacts.	

# Planning Committee

18 August 2023

Agenda item number 17

## Local Plan- Development Boundary Topic Paper update

Report by Planning Policy Officer

---

### Summary

The Development Boundary Topic Paper has been updated following the Issues and Options consultation and work looking into the current approach to development Boundaries. The Topic Paper also includes the draft policy.

### Recommendation

That Planning Committee endorse the updated Development Management Topic Paper as evidence for the Local Plan.

---

## 1. Introduction

- 1.1. The Development Boundary Topic Paper has been amended in light of responses received as part of the Issues and Options consultation.
- 1.2. One of the issues we discussed in the Issues and Options related to the idea of not having Development Boundaries, but instead having criteria based policies. The Topic Paper includes the comments received and discusses this option, but concludes that Development Boundaries should continue.
- 1.3. The Topic Paper also discussed what areas to have Development Boundaries. It talks about the potential for Brundall Riverside to have a development boundary as that was a suggestion made during the Issues and Options consultation. The Topic Paper concludes that due to highways constraints, a development boundary at Brundall is not appropriate at this time. The Topic Paper also re-assesses Horning having a development boundary in light of the Water Recycling Centre capacity issues and concludes that it would not be appropriate to have a development boundary in Horning. Please note that the updated Joint Position Statement on the issue of the Water Recycling Centre at Horning is to be discussed at this Planning Committee.
- 1.4. The Topic Paper is marked up with amendments in blue underline and text that is removed in red strike through. This will be removed and the Topic Paper that is currently on the website will be removed.



Author: Natalie Beal

Date of report: 03 August 2023

Appendix 1 – Updated Development Boundary Topic Paper

# Development Boundaries Topic Paper

[Updated August 2023](#)

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## 1. Introduction

The purpose of a development boundary is to consolidate development around existing built-up communities where there is a clearly defined settlement where further development, if properly designed and constructed, would not be incongruous or intrusive because of the size of the settlement.

Development Boundaries have twin objectives of focusing the majority of development towards existing settlements whilst simultaneously protecting the surrounding countryside.

There are currently four areas in the Broads Executive Area that have Development Boundaries. These are detailed in Policy DM35: Residential development within defined Development Boundaries in the adopted Local Plan for the Broads (2019) and are shown on the [adopted policies maps](#). The four areas are:

- A. Horning
- B. Wroxham and Hoveton
- C. Oulton Broad
- D. Thorpe St Andrew

This version of the Topic Paper is intended to support the ~~Issues and Options version~~ [update](#) of the Local Plan. It sets out [the proposed development boundaries to be included in the new Local Plan](#). ~~a broad description of some settlements that are in the Broads, but does not currently propose or seek to justify a development boundary or not for those settlements. Once the consultation responses on the issue of development boundaries has been received, we will take those on board as we produce the next version of the Topic Paper which will inform the Preferred Options version of the Local Plan. Proposals for development boundaries will be included in that version of the Local Plan.~~

This is an update to the April 2022 version, to take on board comments received during the Issues and Options consultation (see [section 4](#) and [Appendix 3](#)). Additional text is shown underlined and in blue, with removed text shown as ~~red strike through~~. [Appendix 3](#), [Appendix 4](#) and [Appendix 5](#) are new, but due to the amount of text, has not been underlined in blue.

## 2. The Settlement Study

The Settlement Study<sup>1</sup>, completed throughout 2021/22 [and updated in 2023](#), sets out the methodology for assessing if settlements have good access to facilities and services. This study scored settlements according to access to schools and shops for example. The settlements included in Section 3 were assessed as having the best access to services and facilities. Those highlighted in green already have development boundaries as discussed previously. It is important to note that just because a settlement may be sustainable in terms of the facilities and services nearby, it does not automatically follow that it should have a development boundary (or indeed development) as there may be on-site or local issues that would indicate a development boundary is not appropriate. [Please note that during the 2023 update, in response to a comment received as part of the Issues and Options consultation, allotments were added as a facility or service.](#)

## 3. Settlements in the Broads and the potential for Development Boundaries

The following table includes a summary of the built-up area in the Broads part of those settlements. Stakeholders' comments were also sought. See [Appendix 1](#). Maps of the built-up areas of these settlements in the Broads, with some other spatial information such as flood risk and neighbouring development boundaries is also included at [Appendix 2](#).

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<sup>1</sup> Can be found here: [Local Plan for the Broads \(broads-authority.gov.uk\)](https://broads-authority.gov.uk)  
Development Boundaries Topic Paper (August 2023)

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

Settlement	District/Borough	Place in District's Settlement Hierarchy.	Commentary of built up area in the Broads
Oulton Broad	Waveney	Main Town	There are areas of housing and pubs and shops. There are development boundaries in place already. The scheme at the former Pegasus boatyard site has permission. Close/adjoining the main settlement. Some of the area at risk of flooding. No obvious changes to the existing development boundary.
Hoveton	North Norfolk	Small Growth Town	There are areas of housing, shops, boatyards and pubs. There are development boundaries in place already. There is also an allocation on Station Road in the current Local Plan. Close/adjoining the main settlement. Some of the area at risk of flooding. No obvious changes to the existing development boundary.
Brundall	Broadland	Key Service Centre	Boatyards and residential to the south of the railway. Entire areas subject to policies in the Local Plan already. Over the railway from the main settlement. Most of the riverside area is at risk of flooding.
Bungay	Waveney	Service Centre	Built up areas to the south of the River Waveney, especially along Bridge Street. Close/adjoining the main settlement. Development likely to have adverse effects on landscape character.
Wroxham	Broadland	Key Service Centre	There are areas of housing, shops, boatyards and pubs. There are development boundaries in place already. Close/adjoining the main settlement. Some of the area at risk of flooding. No obvious changes to the existing development boundary.
Trowse with Newton	South Norfolk	Fringe Parish	Ski centre, campsite and a few dwellings along Whitlingham Lane somewhat separated from the main settlement. Flood risk to the west of the Lane. No obvious extensions to the neighbouring LPA's settlement boundary.
Coltishall	Broadland	Village cluster	Dwellings and pubs along Anchor Street and Wroxham Road somewhat separated from the main settlement. Tends to be limited

Settlement	District/Borough	Place in District's Settlement Hierarchy.	Commentary of built up area in the Broads
			flood risk away from the river. Quite sensitive having a conservation area etc.
Reedham	Broadland	Village cluster	Dwellings, pubs and retail along the Riverside. Close/adjoining the main settlement. Some flood risk mainly up to the road itself. Visual impacts of built development could detract from the perceived naturalness and tranquillity of the area
Ditchingham Dam	Waveney	Open Countryside	North of the River Waveney, with some dwellings and business park. Over the river from the main settlement of Bungay. Most the area at risk of flood zone 2.
Ditchingham	South Norfolk	Village cluster	Ditchingham Maltings development, with some other dwellings near the Yarmouth Road/Ditchingham Dam roundabout. Also, sports facilities. Over the A143 from the main settlement. Limited flood risk issue – flood zone 2 if there is a risk.
Chedgrave	South Norfolk	Key Service Centre	Dwellings and boatyards to the north of the River Chet, and off Wherry Close. Close/adjoining the main settlement. Flood risk an issue for most of the built-up area.
Horning	North Norfolk	Small growth village	There are areas of housing, shops, boatyards and pubs. There are development boundaries in place already close/adjoining the main settlement. Some of the area at risk of flooding. No obvious changes to the existing development boundary. Capacity issues at Horning Water Recycling Centre a constraint.
Stalham Staithe	North Norfolk	Small Growth Town	There are areas of housing, shops, boatyards and pubs. Over the A149 from the main settlement. Some flood risk nearer the boatyard/river. Proximity of A149, settlement and large boatyards make this area less sensitive. Policy STA1 includes some landscape requirements which would help safeguard landscape character.

Settlement	District/Borough	Place in District's Settlement Hierarchy.	Commentary of built up area in the Broads
Ludham	North Norfolk	Large Growth Villages	Some boatyards and dwellings around Womack Water. Away from the main settlement. Most of the built-up areas are at risk of flooding. Womack water has special qualities which would be vulnerable to further development
Cantley	Broadland	Village cluster	Some dwellings along Station Road which are close/adjoining the main settlement as well as the Sugar Beat Factory. Parts of Station Road and parts of the Factory not at risk of flooding.
Filby	Great Yarmouth	Secondary Village	Dwellings and pubs to the west of Thrigby Road. Generally, the settlement is linear in nature. Generally, nearer the road, no flood risk, but nearer the Broad, tends to be at risk of flooding.



## 4. Comments received as part of Issues and Options consultation

During the Issues and Options consultation<sup>2</sup>, we asked the following questions:

- Question 37: Do you have any comments on the development boundaries as they are currently drawn?
- Question 38: Do you have any comments on the Settlement Study?
- Question 39: Do you have any comments on the Development Boundary Topic Paper?
- Question 40: Do you have any suggestions for other development boundaries in the Broads? Please explain your suggestion.

The responses are included at Appendix 3.

There was also another question which is discussed in the next section: Question 41: What are your thoughts about not having development boundaries?

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<sup>2</sup> [Section 29 of the Local Plan for the Broads: Review - Issues and Options Consultation \(broads-authority.gov.uk\)](#).

## 5. The option of not having development boundaries.

As part of the Issues and Options consultation, we asked for opinions on not having development boundaries and instead, relying on criteria-based policy approach. The responses are as follows:

<u>Question</u>	<u>Respondent</u>	<u>Comment</u>	<u>BA response</u>	<u>Action for Local Plan</u>
<u>Question 41</u>	<u>Bradwell Parish Council</u>	<u>There absolutely needs to be development boundaries.</u>	<u>Support for development boundaries noted.</u>	<u>Consider this advice as the approach to development boundaries is worked up.</u>
<u>Question 41</u>	<u>Broads Society</u>	<u>The Society feels that, given that there are currently only four areas deemed to require a formal development boundary, the removal of those boundaries and a criteria-based approach may be possible. However, this would depend on what the criteria were and whether or not this could realistically be applied across the whole of the Broads area.</u>	<u>Support to investigate criteria-based approach noted.</u>	<u>Consider this advice as the approach to development boundaries is worked up.</u>
<u>Question 41</u>	<u>Brooms Boats</u>	<u>This would depend on the criteria were and if it were possible to realistically apply across the whole of the Broads area using an economic viability, environmental impact and economic growth assessment model.</u>	<u>Noted.</u>	<u>Consider this advice as the approach to development boundaries is worked up.</u>
<u>Question 41</u>	<u>East Suffolk Council</u>	<u>Removing development boundaries in the Broads Authority area will have the effect of treating the whole area of The Broads as being in the open countryside. This will make it easier to resist development and protect the rural character of The Broads area. However, it also means that it will no longer be possible to focus the development that does come forward within existing centres. This could mean the development of</u>	<u>Thoughts on this matter welcomed and will be considered as we produce the housing section of the Local Plan.</u>	<u>Consider this comment as produce Preferred Options version of the Local Plan.</u>

<u>Question</u>	<u>Respondent</u>	<u>Comment</u>	<u>BA response</u>	<u>Action for Local Plan</u>
		<u>isolated dwellings. While there could potentially be fewer developments in the Broad Authority area, those that did come forwards could be more likely to take place in isolated locations, creating a dispersed settlement pattern, which would undermine the delivery of sustainable development.</u>		
<u>Question 41</u>	<u>Sequence UK LTD/Brundall Riverside Estate Association</u>	<u>2.99 Sequence acknowledge that there are other Local Plans that do not have specific development boundaries drawn on proposals maps and more generally look to guide development to certain locations (for example a consideration of a built-up area or cluster of properties). These can work well as an alternative to development boundaries and the Riverside Estate Brundall should be recognised as a built-up location for the reasons set out in the response to question 40 in particular above. We would, however, reserve the right to comment further on the specific wording of such a policy.</u>	<u>Support to investigate criteria-based approach noted.</u>	<u>Consider this advice as the approach to development boundaries is worked up.</u>
<u>Question 41</u>	<u>South Norfolk Council</u>	<u>As previously stated elsewhere in the plan, the definition of development boundaries, supported by appropriate exception policies, is a tried and tested approach and acts as a useful policy tool to help direct development/growth into sustainable locations. However, in most cases, the development boundary will only be the starting point with regard needing to be had to the development plan taken as a whole and to specific exception policies.</u>	<u>Noted. We do currently have exceptions policies that are likely to be checked, updated and rolled forward.</u>	<u>No further action other than checking the exceptions policies and updating them for the Preferred Options consultation.</u>
<u>Question 41</u>	<u>South Norfolk Council</u>	<u>If the authority were to pursue a criteria-based approach careful consideration would need to be given to ensuring that the policy is clearly written and unambiguous, so it is evident how a decision maker should react to development proposals. This will ensure that the plans overall outcomes are still</u>	<u>Agreed and advice noted.</u>	<u>Consider this advice as the approach to development boundaries is worked up.</u>

<u>Question</u>	<u>Respondent</u>	<u>Comment</u>	<u>BA response</u>	<u>Action for Local Plan</u>
		<u>achieved, that there are predictable outcomes for applicants and that the authority can efficiently process applications.</u>		
<u>Question 41</u>	<u>Broadland Council</u>	<u>As previously stated elsewhere in the plan, the definition of development boundaries, supported by appropriate exception policies, is a tried and tested approach and acts as a useful policy tool to help direct development/growth into sustainable locations. However, in most cases, the development boundary will only be the starting point with regard needing to be had to the development plan taken as a whole and to specific exception policies.</u>	<u>Noted. We do currently have exceptions policies that are likely to be checked, updated and rolled forward.</u>	<u>No further action other than checking the exceptions policies and updating them for the Preferred Options consultation.</u>
<u>Question 41</u>	<u>Broadland Council</u>	<u>If the authority were to pursue a criteria-based approach careful consideration would need to be given to ensuring that the policy is clearly written and unambiguous, so it is evident how a decision maker should react to development proposals. This will ensure that the plans overall outcomes are still achieved, that there are predictable outcomes for applicants and that the authority can efficiently process applications.</u>	<u>Agreed and advice noted.</u>	<u>Consider this advice as the approach to development boundaries is worked up.</u>

Taking all the responses into account, there seems to be two reasonable options to consider when producing the development boundary policy:

- a) Criteria based development boundary policy – would not use a spatial approach but use a criteria-based approach.
- b) Spatial approach – using boundaries on a map.

These have been assessed through the Sustainability Appraisal. The full assessment is set out in [Appendix 4](#), but a summary is included below.

A: Criteria-based development boundary policy: 0 positives. 0 negatives. 8 ?

B: Plan based development boundary policy 7 positives. 0 negatives. 1 ?

On one hand, removing development boundaries in the Broads Authority Executive Area could be treating the whole area of The Broads as being in the open countryside which could help protect the character of The Broads area. On the other hand, it will not be possible to influence the location of development to built up/urban areas that have key services which could result in isolated dwellings. Indeed, development boundaries is a tried and tested policy approach. The Local Plan will also enable any development that is needed to come forward in more remote areas to do so, for example through rural enterprise dwellings and replacement dwellings. Development boundaries will also provide certainty to all involved as to where development is suitable in theory.

**The New Local Plan will therefore include development boundaries.**

## 6. Next Steps

~~The issue of development boundaries will be included in the Issues and Options version of the Local Plan to gauge the thoughts of the wider community and stakeholders. Comments will be assessed and proposed development boundaries will be included in the Preferred Options version of the Local Plan. This Topic Paper will be updated to reflect comments received as part of the Issues and Options consultation.~~

## 7. Horning Water Recycling Centre – capacity issues

The capacity issues at Horning Water Recycling Centre have been known for some time now. More detail can be found in the [Joint Position Statement \(August 2023\)](#), but to summarise the issue:

- Concerns regarding development in the catchment of the WRC relates to the potential impact of rising nutrient loads on the river and sensitive downstream receptors and excess flows caused from water ingress into the system.
- Water ingress is from surface water, river over topping and the resultant groundwater infiltration which is compounded through defects in the public and private network.
- Development that would add foul water flows or increase surface water run off are not permitted in the Horning area.

Anglian Water Services have undertaken studies, assessments and some work in the area over recent years to try to address the issue of water ingress into the system, but issues still remain.

It is currently not clear how the situation will ultimately be resolved to enable the WRC to accommodate more foul water or surface water and therefore enable development in the Horning area.

As a result, the development boundary for Horning will not be included in the emerging Local Plan.

If the situation changes over the rest of the Local Plan production period, this approach could be changed. Indeed, if the situation changes, subsequent Local Plans may reintroduce a development boundary for Horning.

## 8. Development Boundaries in the new Local Plan

There are currently four areas in the Broads Executive Area that have Development Boundaries and these are:

- Horning
- Wroxham and Hoveton
- Oulton Broad

#### D. Thorpe St Andrew

It has been suggested, through the Issues and Options Consultation responses, that a development boundary be drawn at **Brundall Riverside**. In liaison with Norfolk County Council as the Highways Authority, it is recommended to not have a development boundary here for the following reasons:

- The access to the area is constrained by the level crossing. There is no footway for the entire length from the level crossing north along Station Road and due to land ownership and levels of the land, it seems difficult to provide one.
- There does not seem to be any land that could be used to develop more dwellings in the area. Proposals that affect the boatyards in the area would be judged against economy policies in the Local Plan.
- If property owners wish to replace their dwellings, there are policies in the Local Plan related to this.

The previous section discussed the Water Recycling Centre issues at **Horning**.

Finally, no amendments to the current areas included in the Development Boundaries are proposed.

There will therefore be 3 development boundaries in the Local Plan: **Hoveton and Wroxham, Oulton Broad and Thorpe St Andrew**. They will be drawn the same as the 2019 Local Plan.

The proposed policy is included at [Appendix 5](#).

## Appendix 1: Short technical consultation

In February/March 2022, some stakeholders were sent the table as set out in Section 3 for comments. These stakeholders were Anglia Water Services, Environment Agency, Norfolk and Suffolk Councils. Comments were also received from Broads Authority Officers.

The following comments were received and have been weaved into an amended Section 3.

### Suffolk County Council

- **Archaeology:** We would not have any objection to the proposed development boundary, although potential developments may require archaeological investigation - most likely as mitigation secured through conditions on any consent although depending on the scale, nature and location of the development, historic features may be affected by individual development proposals, and SCCAS would be happy to advise on the scope of desk-based assessment in the first instance. The area of the development boundary at Oulton Broad includes sites and features of WW2 and post-medieval date in particular (see [Map - Suffolk Heritage Explorer](#)). The Broad itself is probably the remnant of a medieval turbary. There may also be peat deposits surviving and for this geoarchaeological work may be appropriate – peat deposits have the potential for waterlogged remains and environmental remains that allow reconstruction of changing environments over the long term. There may be cases where the Marine Management Organisation has jurisdictional boundary in some areas of the broads, who are advised by Historic England.
- **Flood and water:** content with the current commentary on flooding and have no substantive comments to make.

### Landscape Architect

- **Beccles** – Open areas around Beccles are subjected to pressures from different settlement fringe type development which potentially can erode the traditional pastoral landscape of the marshland. The incremental impacts of even small-scale developments or activities can ultimately have cumulative adverse effects on the local landscape character. Development boundary likely to be inappropriate.
- **Brundall** – Development boundary is likely to be inappropriate.
- **Bungay/Ditchingham Dam** - Development likely to have adverse effects on landscape character. Visual impacts of built development and infrastructure around of Bungay allied to the leisure/holiday developments within the area tend to detract from the perceived naturalness of the area. As for Beccles, open areas around Bungay/Ditchingham are subjected to pressures from different settlement fringe type development, the incremental impacts of which can ultimately have cumulative adverse



effects on the local landscape character. Development boundary is likely to be inappropriate.

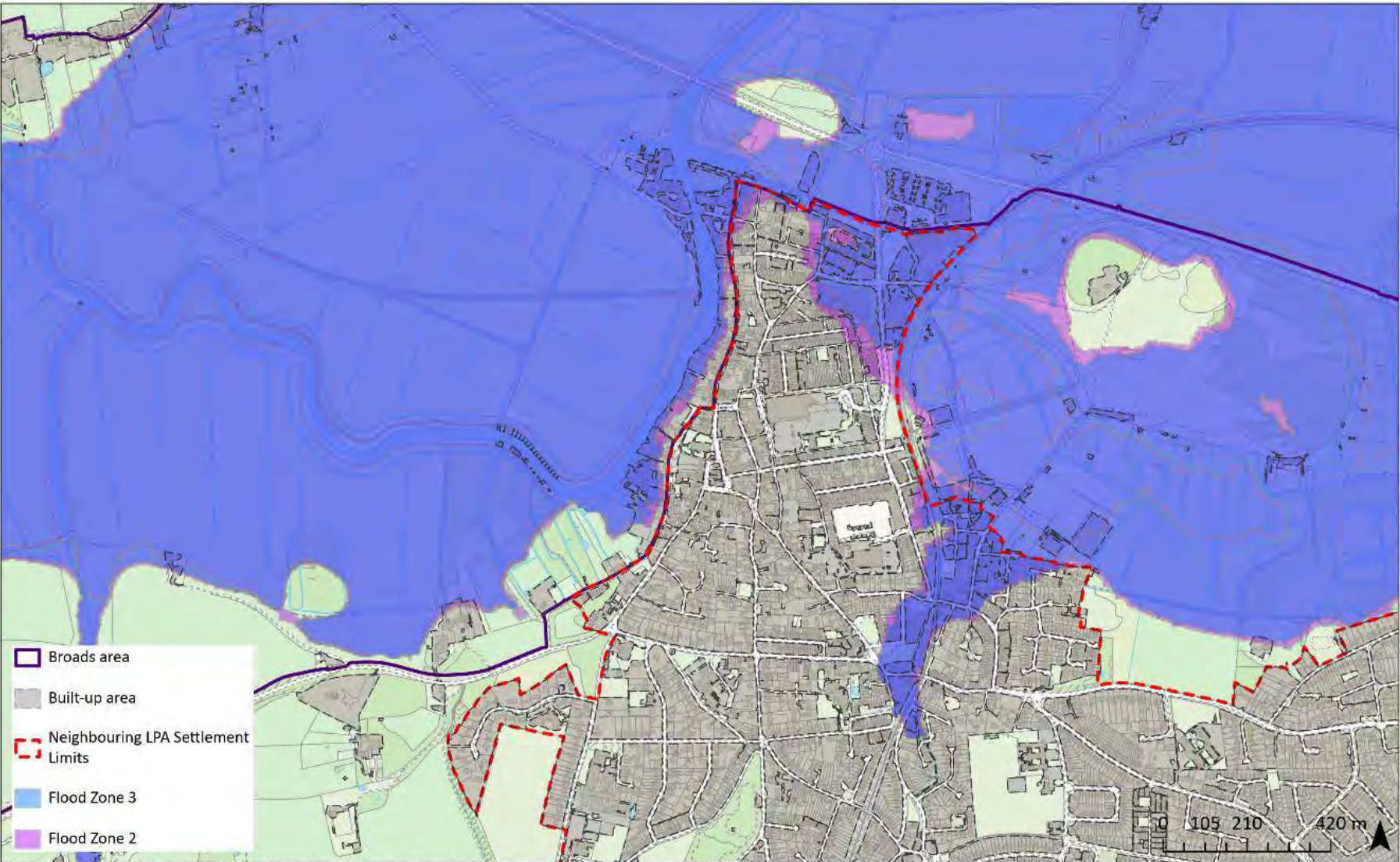
- **Chedgrave and Loddon** – Given the SNDC allocation of 200 dwellings which will cause pressures on the adjacent Broads, there doesn't seem to be justification for introducing a development boundary.
- **Coltishall** - Quite sensitive having a conservation area etc. The settlement is well vegetated and a neat and simple contrast to the apparently unmanaged surrounding valley. It is a main land-based access point to the river valley and is a principal base for recreational boating activity. As such development boundary is likely to be inappropriate.
- **Horning** - Further built development would be likely to exacerbate existing problems such as drainage, Crabbett's Marsh, suburbanisation, and cause erosion of the area's landscape and nature conservation value.
- **Ludham - Womack** water has special qualities which would be vulnerable to further development. Development boundary is likely to be inappropriate.
- **Neatishead** - Development boundary is likely to be inappropriate.
- **Norwich** – I assume policy NOR1 will be updated to reflect the East Norwich Masterplan [[East Norwich Masterplan | Norwich City Council](#)] and forthcoming SPD.
- **Oulton Broad** – No specific comments. Aware of the Pegasus development.
- **Potter Heigham Bridge** – The only suitable development on this particular site would need to be 'Water Compatible' such as boat yards etc. Development boundary is likely to be inappropriate.
- **Reedham** – Visual impacts of built development could detract from the perceived naturalness and tranquillity of the area. Development boundary is likely to be inappropriate.
- **Stalham Staithe** – agree that there may be potential for development, including residential moorings. Proximity of A149, settlement and large boatyards make this area less sensitive. Policy STA1 includes some landscape requirements which would help safeguard landscape character.
- **Thorpe St Andrew** – Development is unlikely to help reduce urbanising effects in this area and create a more effective transition from the urban environment to the open countryside.

- **Wroxham and Hoveton** – Existing development boundary probably fine – extending it would not seem appropriate given density of current development/activity and lack of open space.
- **The Broads’ Landscape Character Assessment** identifies areas that are classed as Settlement Fringe. Many of the locations above are identified as such. See also map Appendix A in Settlement Fringe Topic Paper: [Settlement-Fringe-Topic-Paper-Jan-2017.pdf \(broads-authority.gov.uk\)](#)
- **Policy DM20:** *Protection and enhancement of settlement fringe landscape character* is useful in considering development in such areas. Clearly, we just need to be mindful that creating new development boundaries and extending existing ones should avoid potential friction between this policy and new development boundaries.

# Appendix 2: Maps of settlements in the Broads with good access to services and facilities

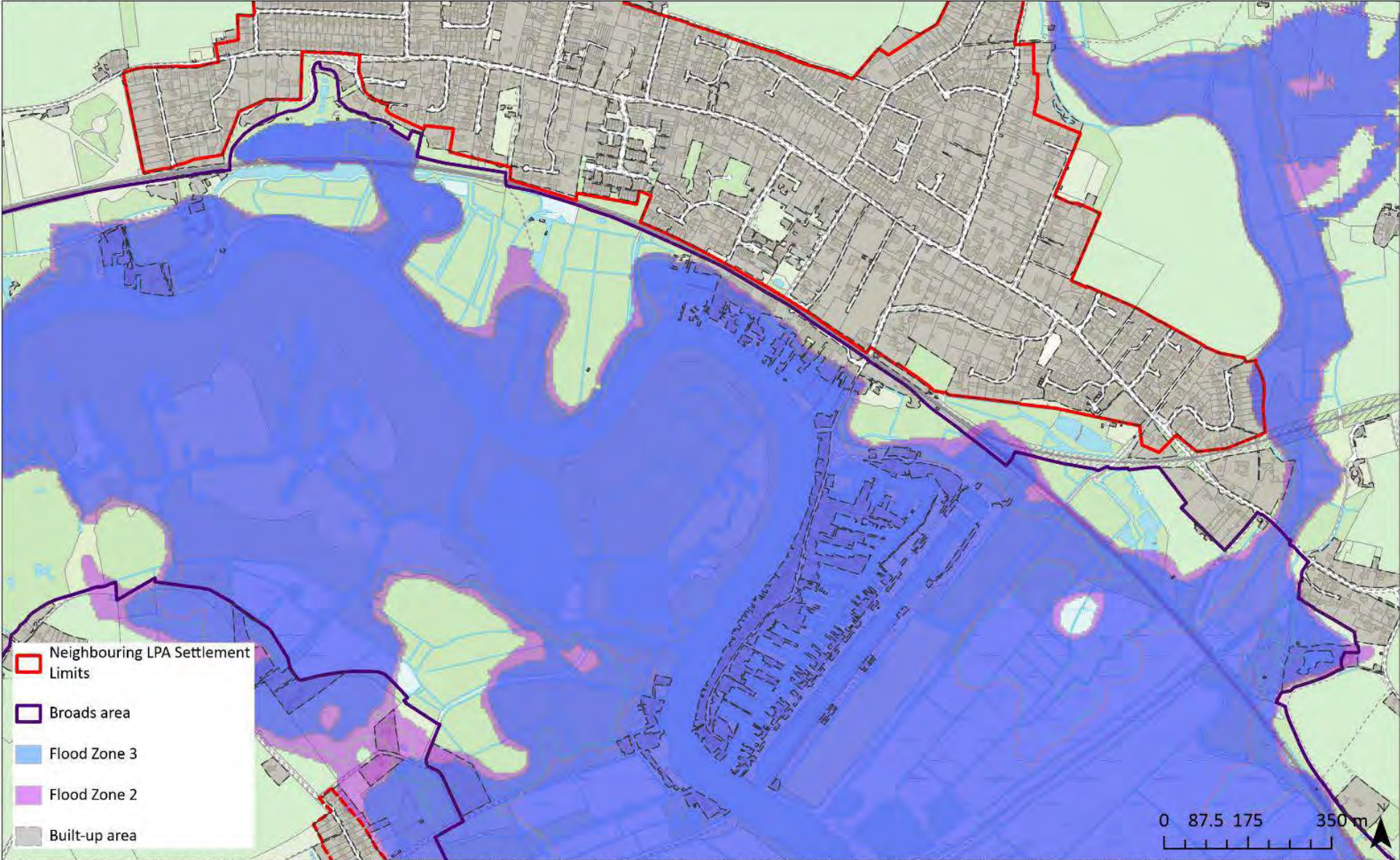
Beccles

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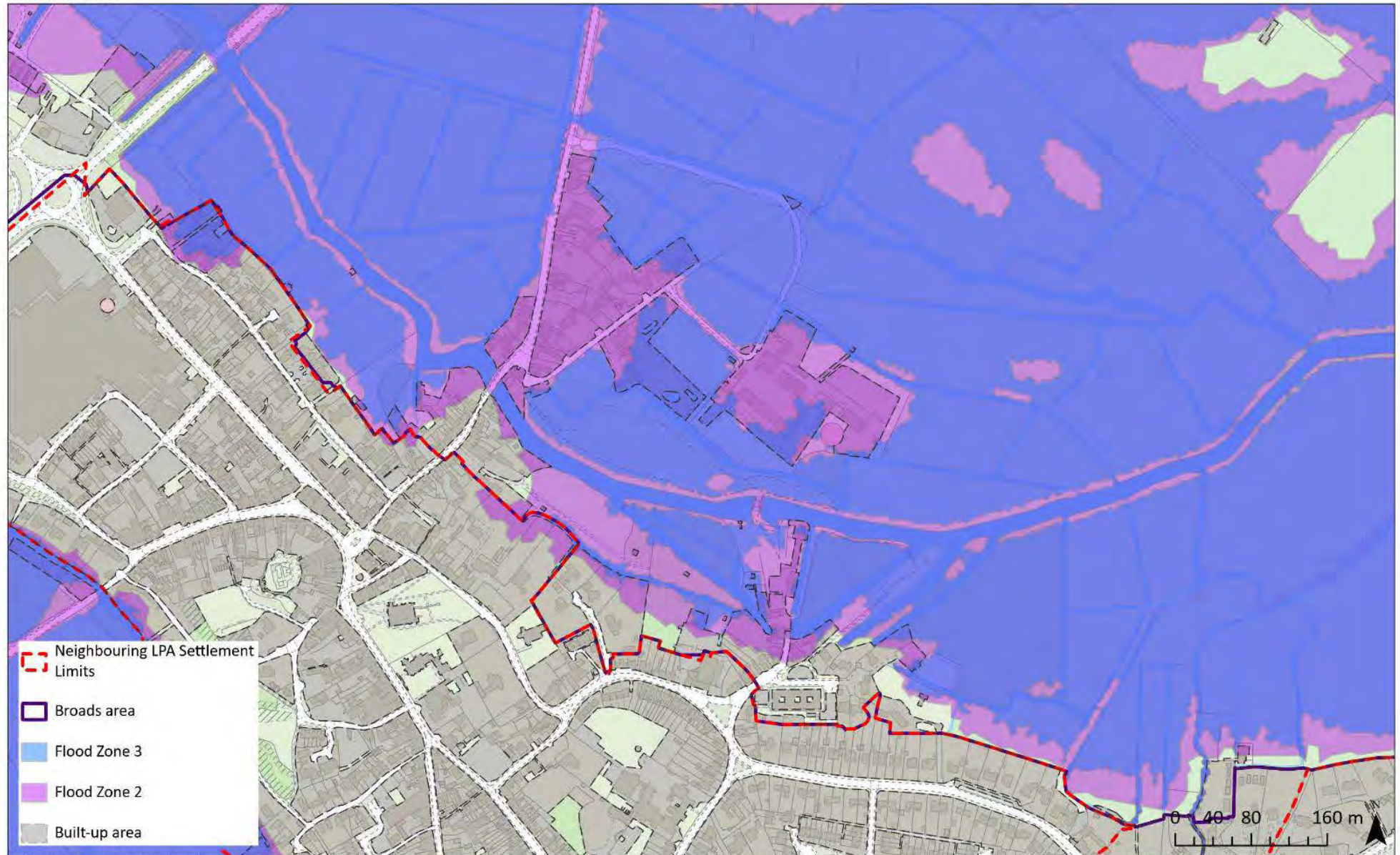
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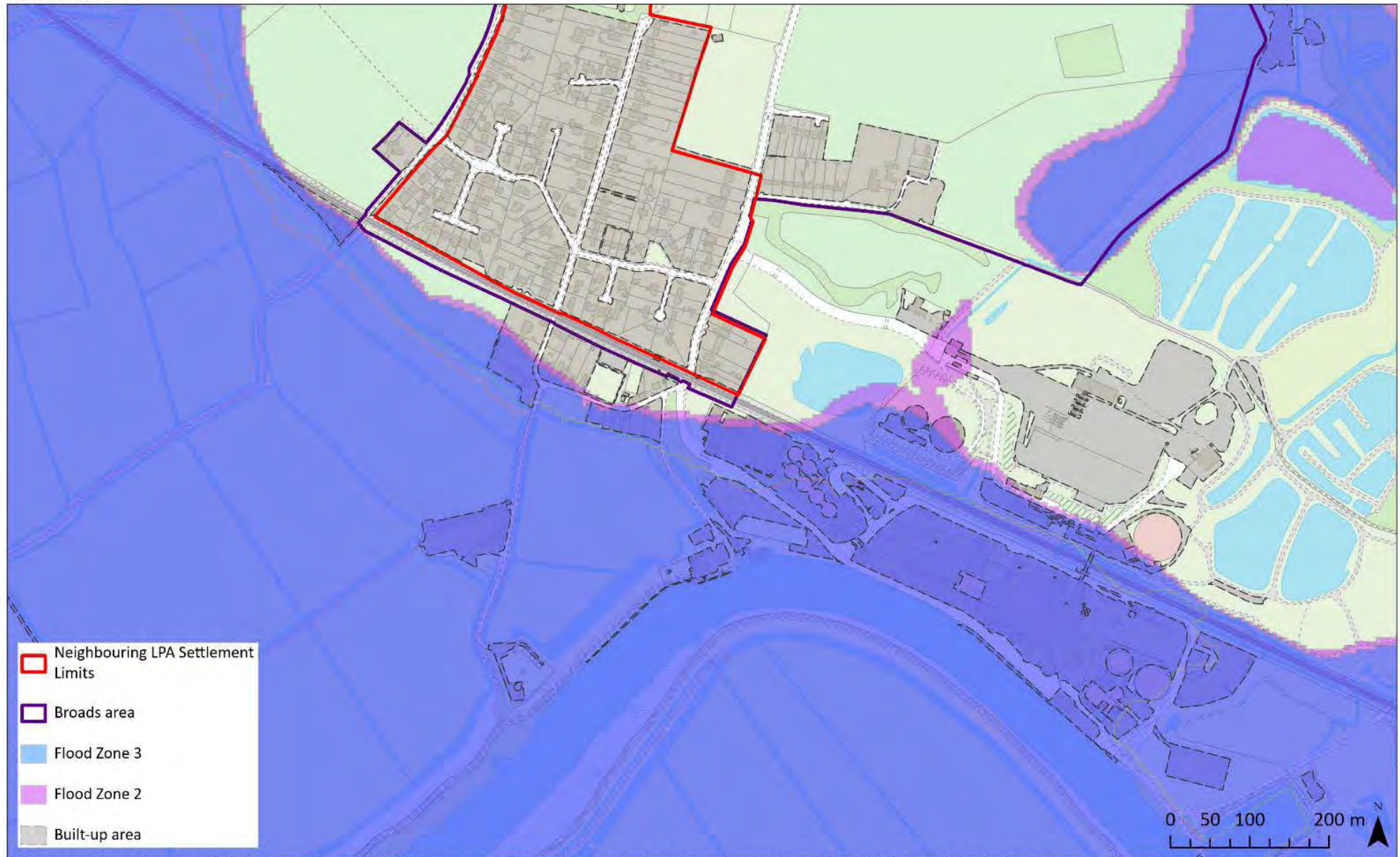


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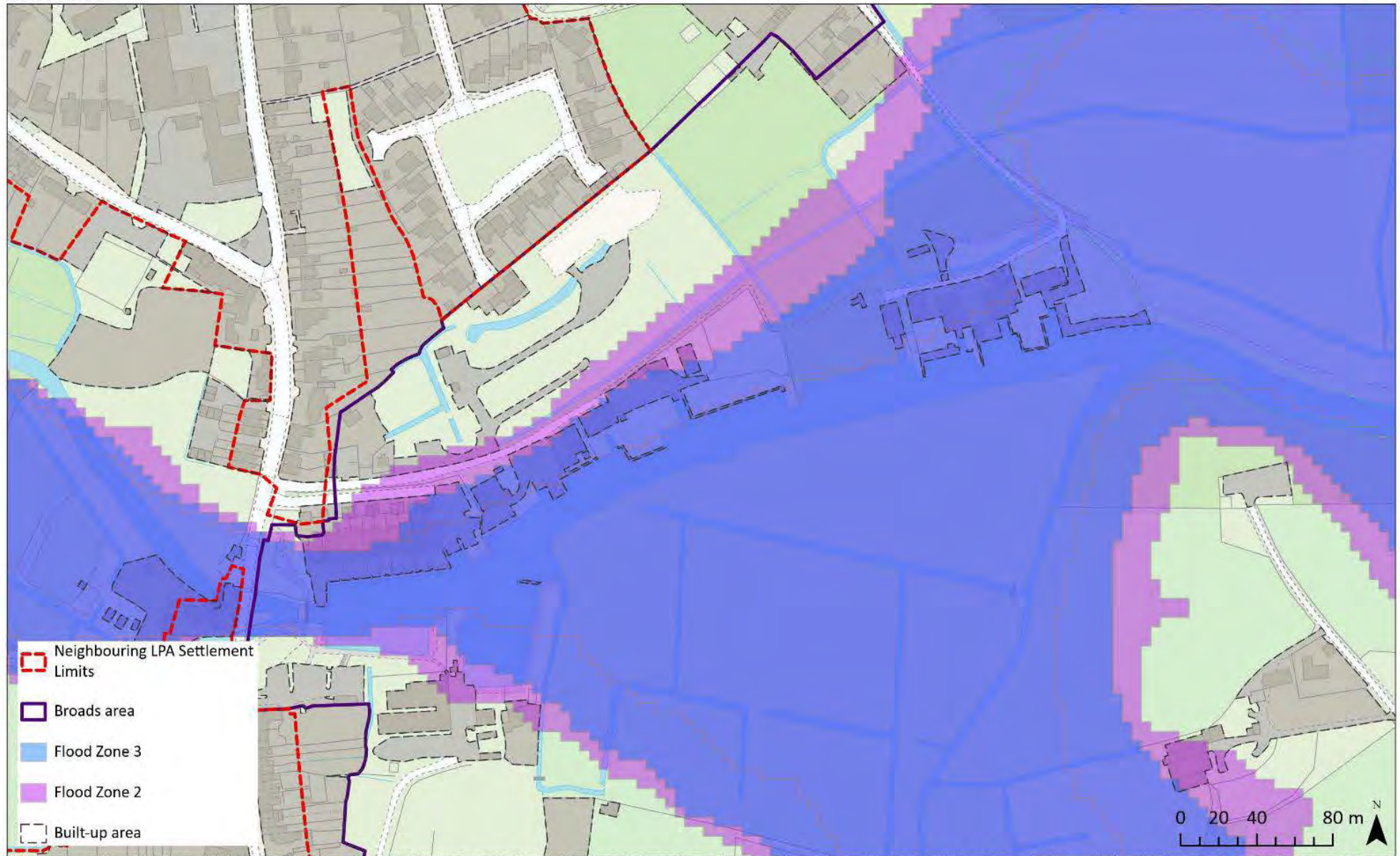
# Cantley

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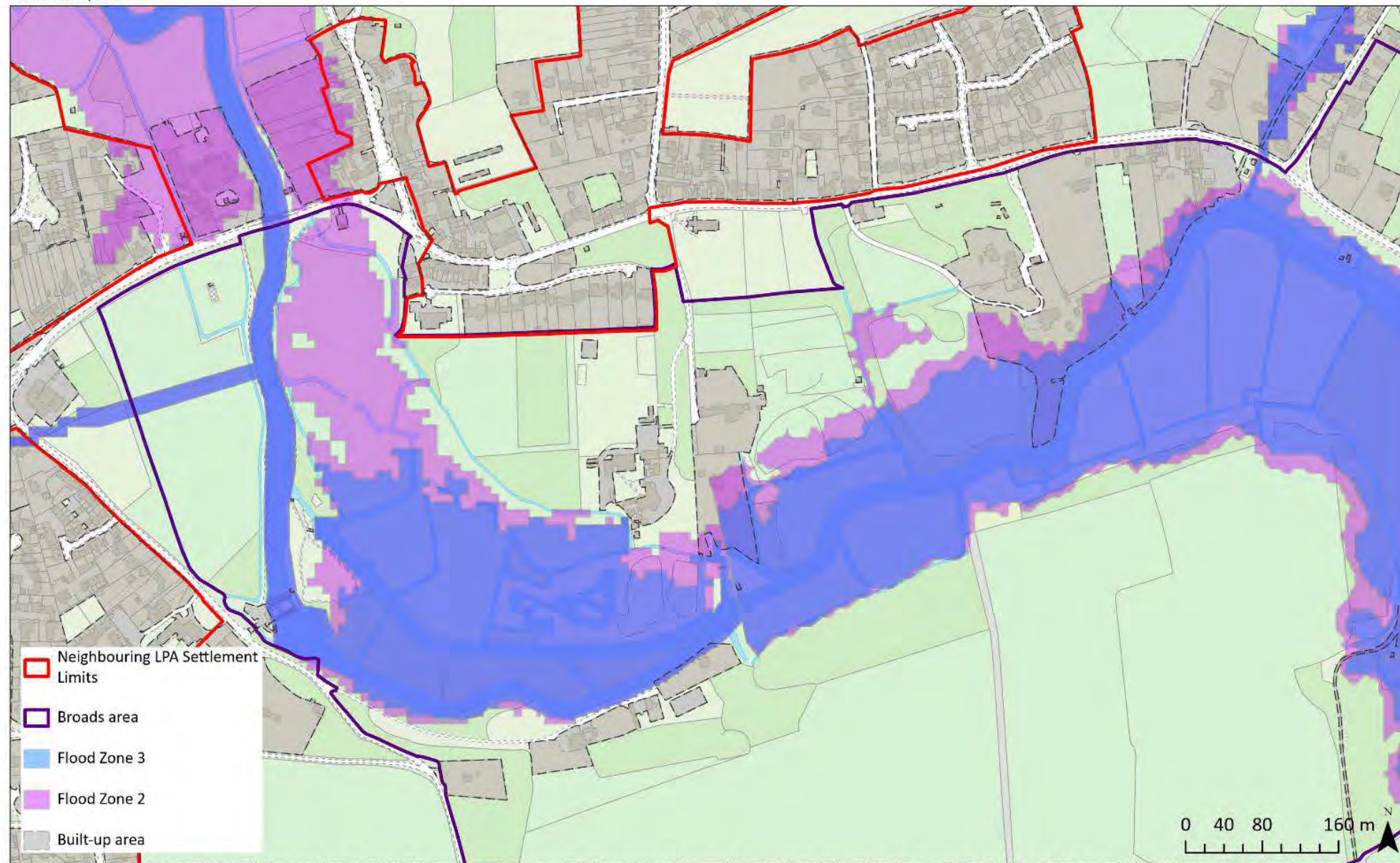
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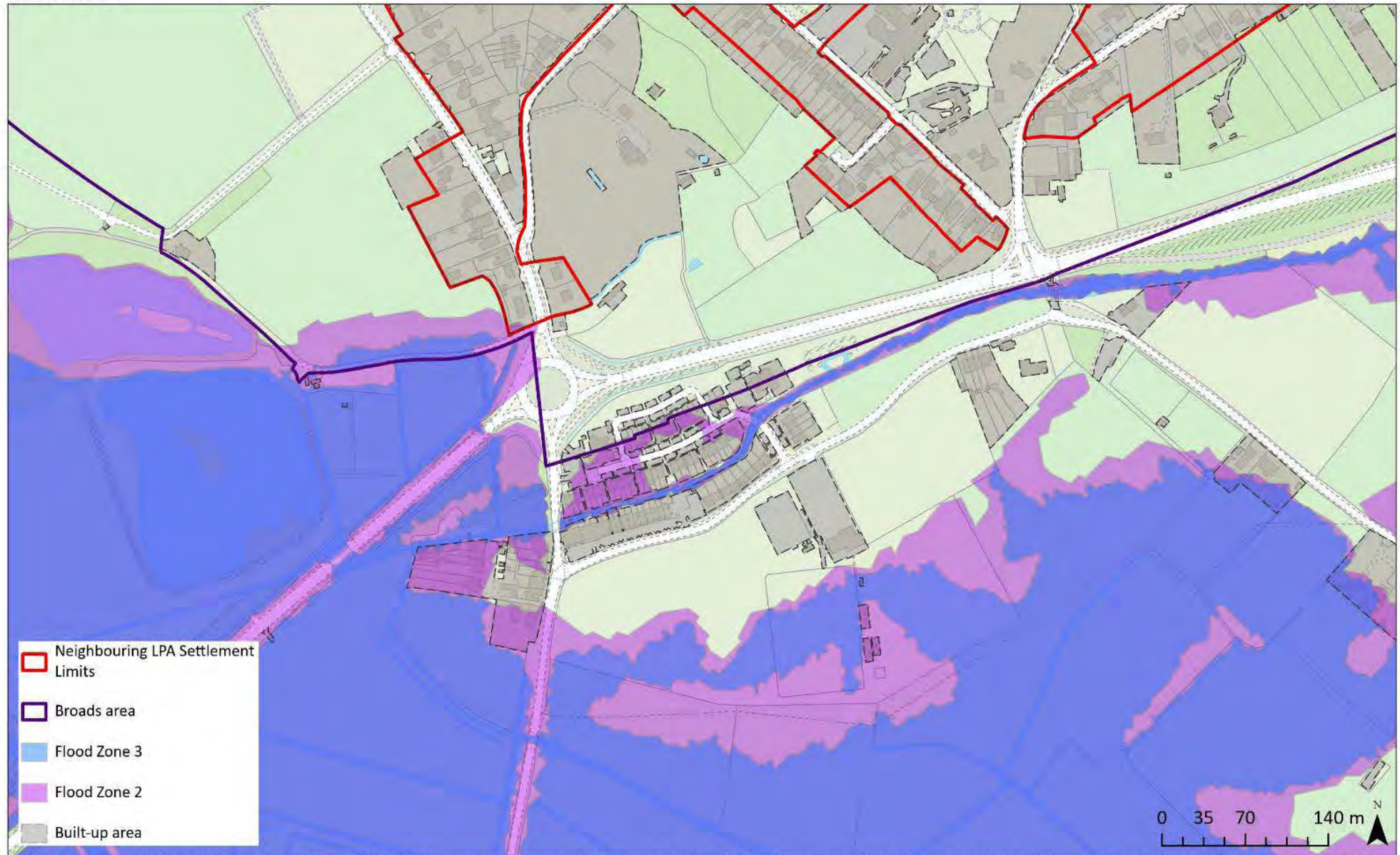
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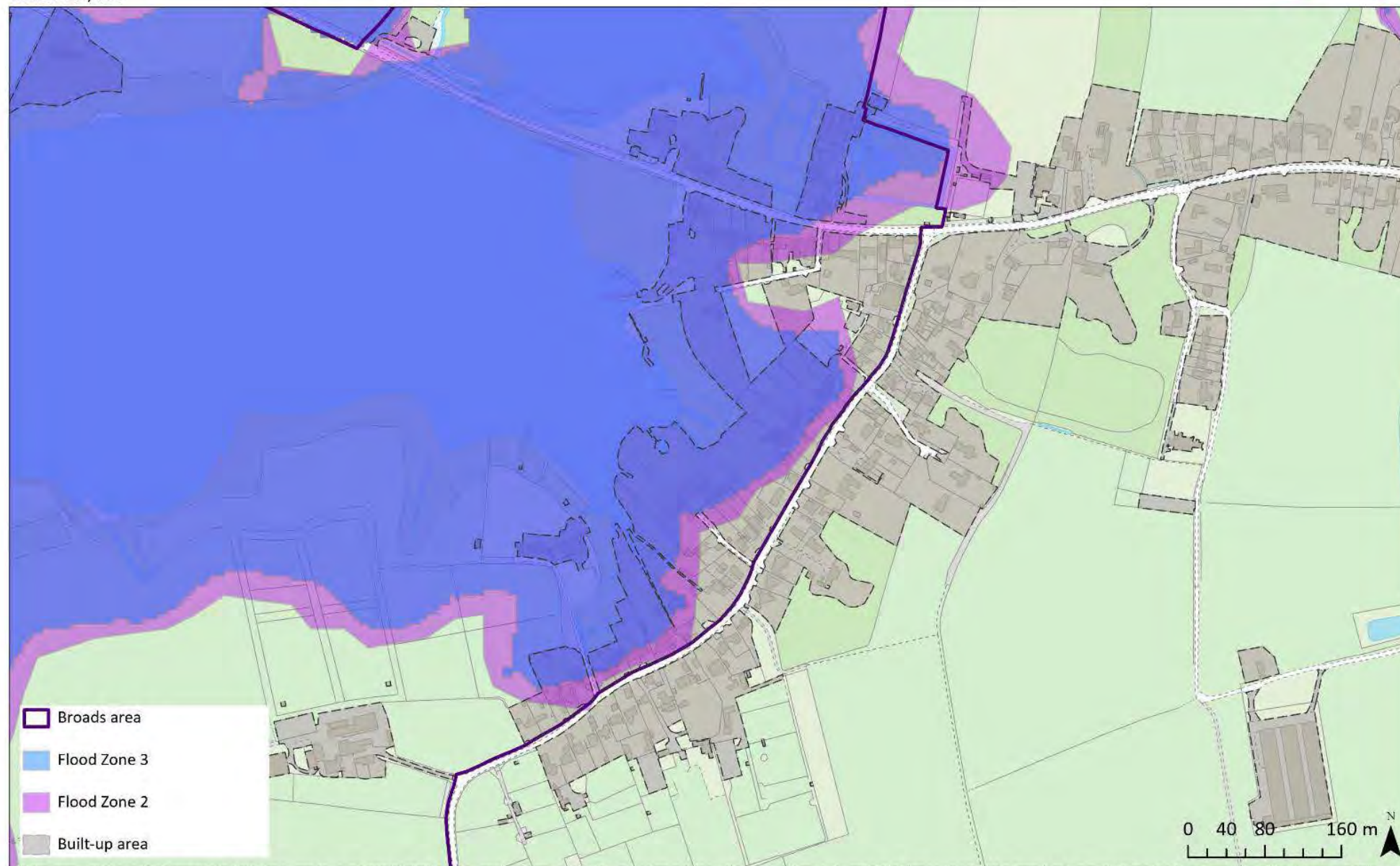
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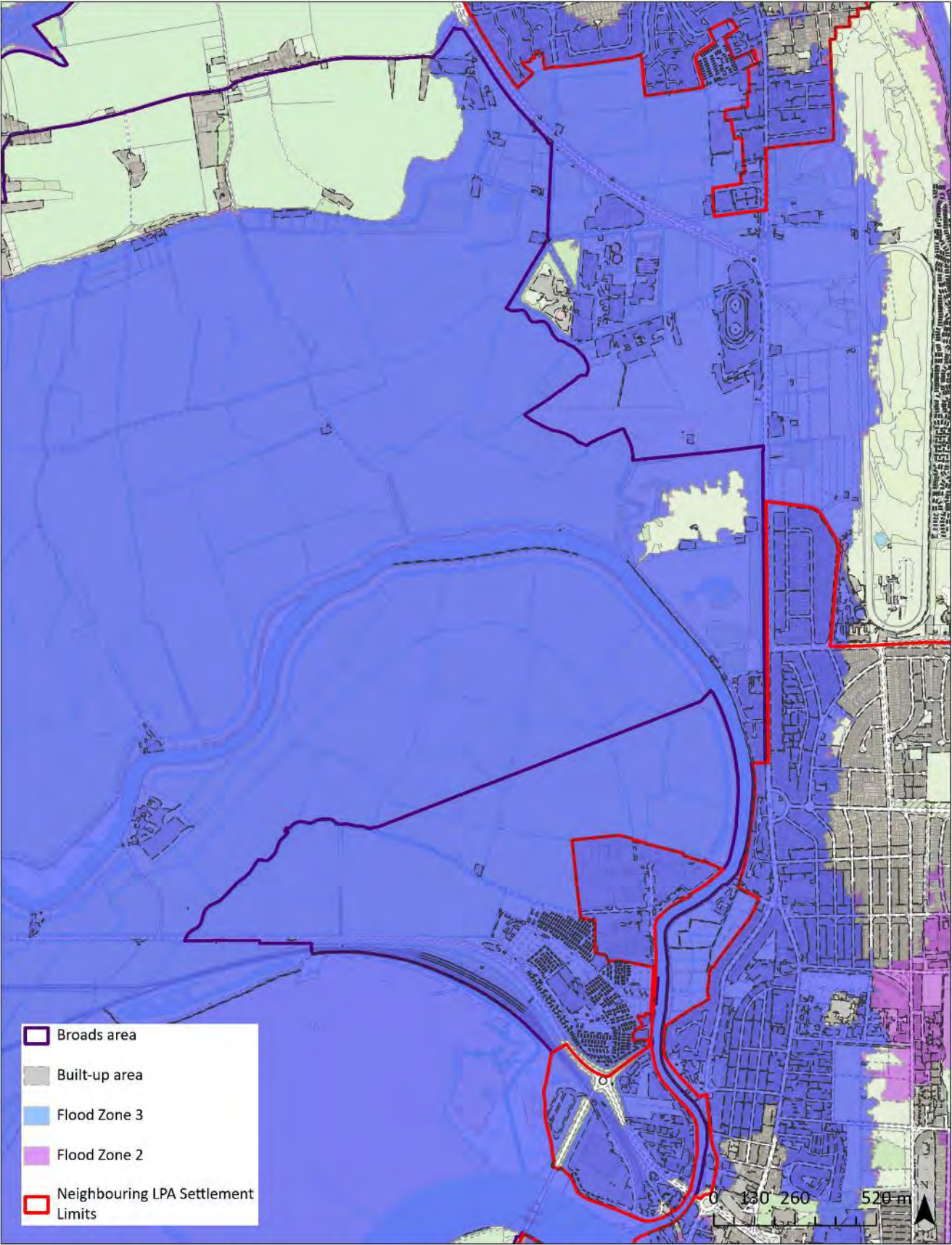
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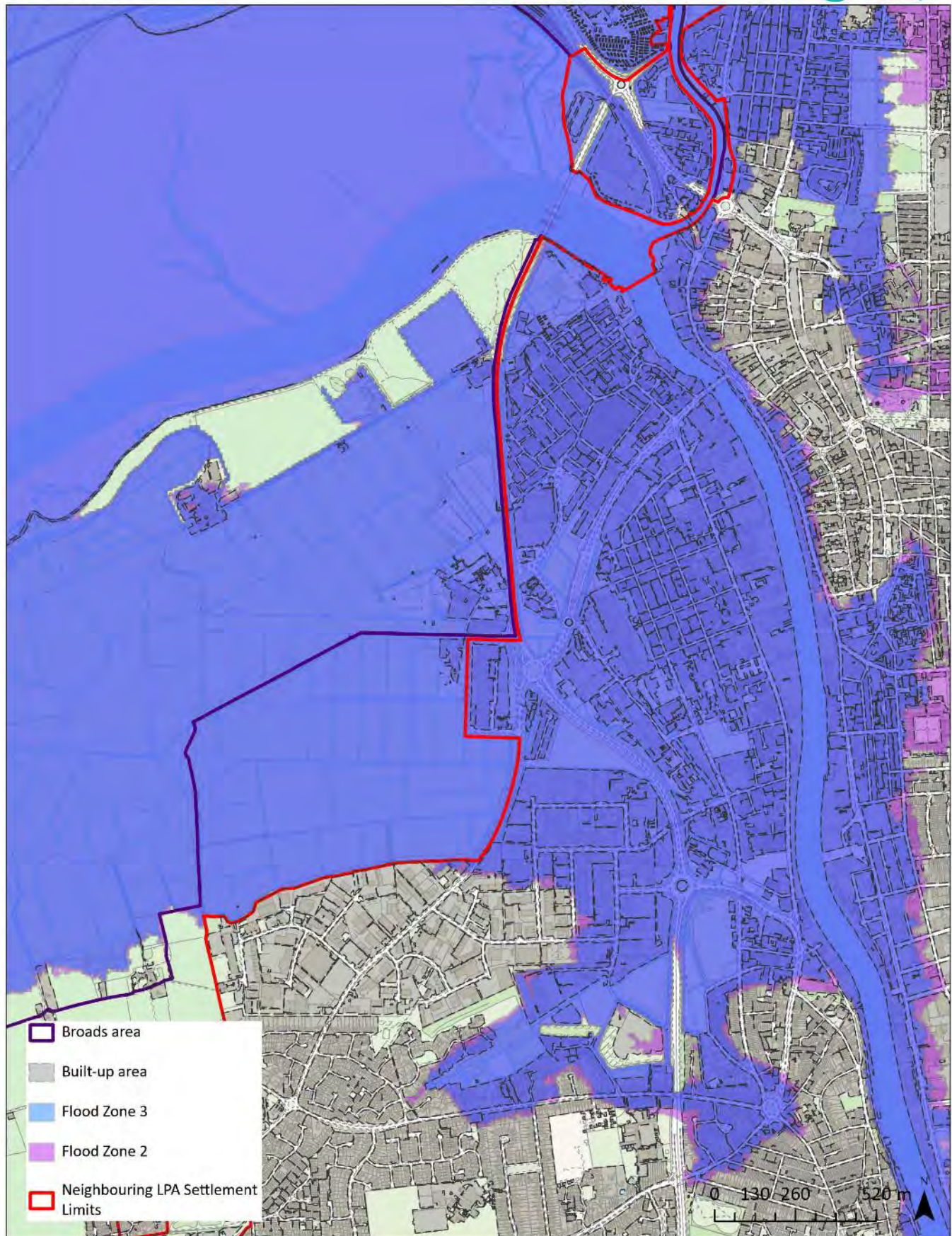
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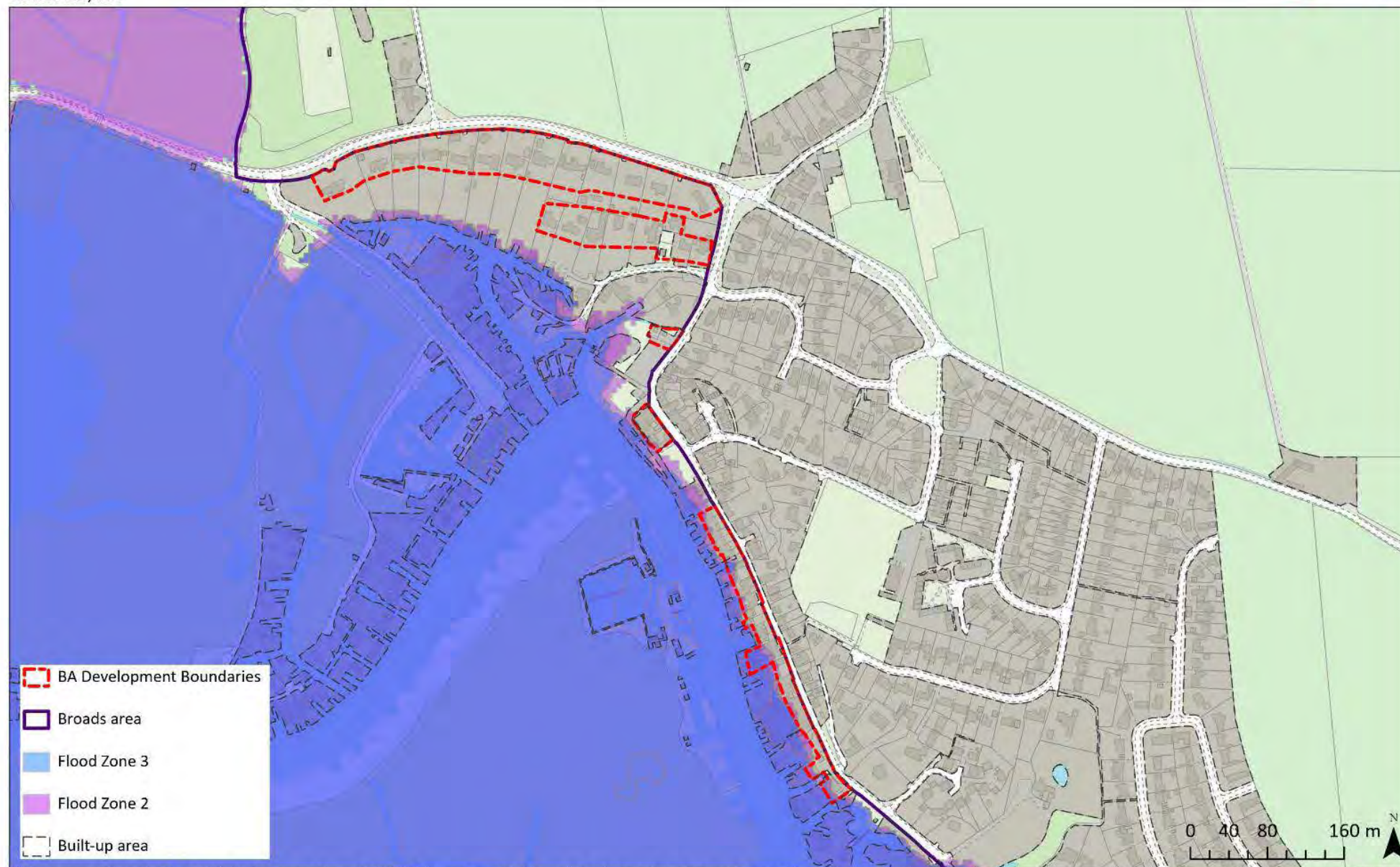
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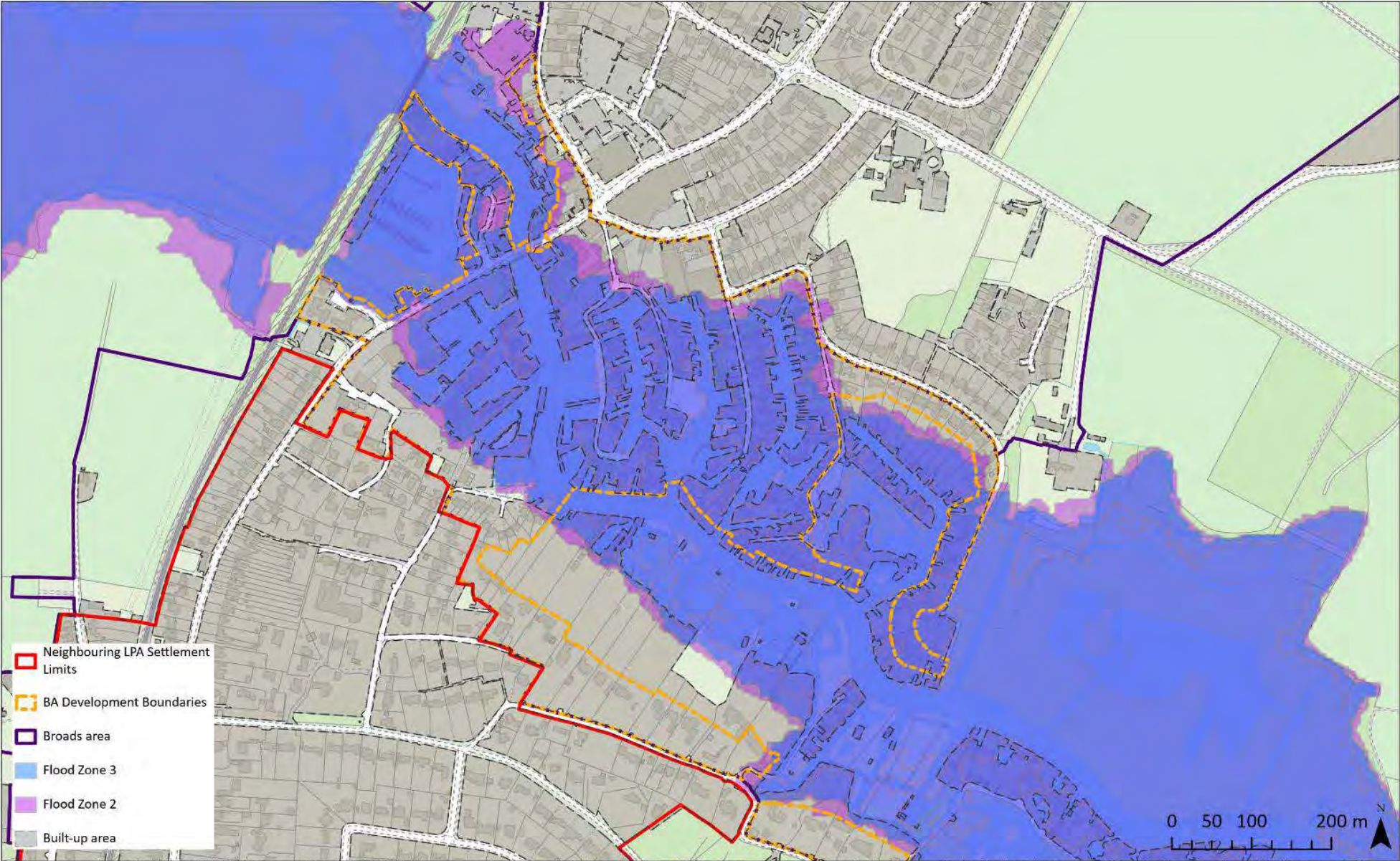
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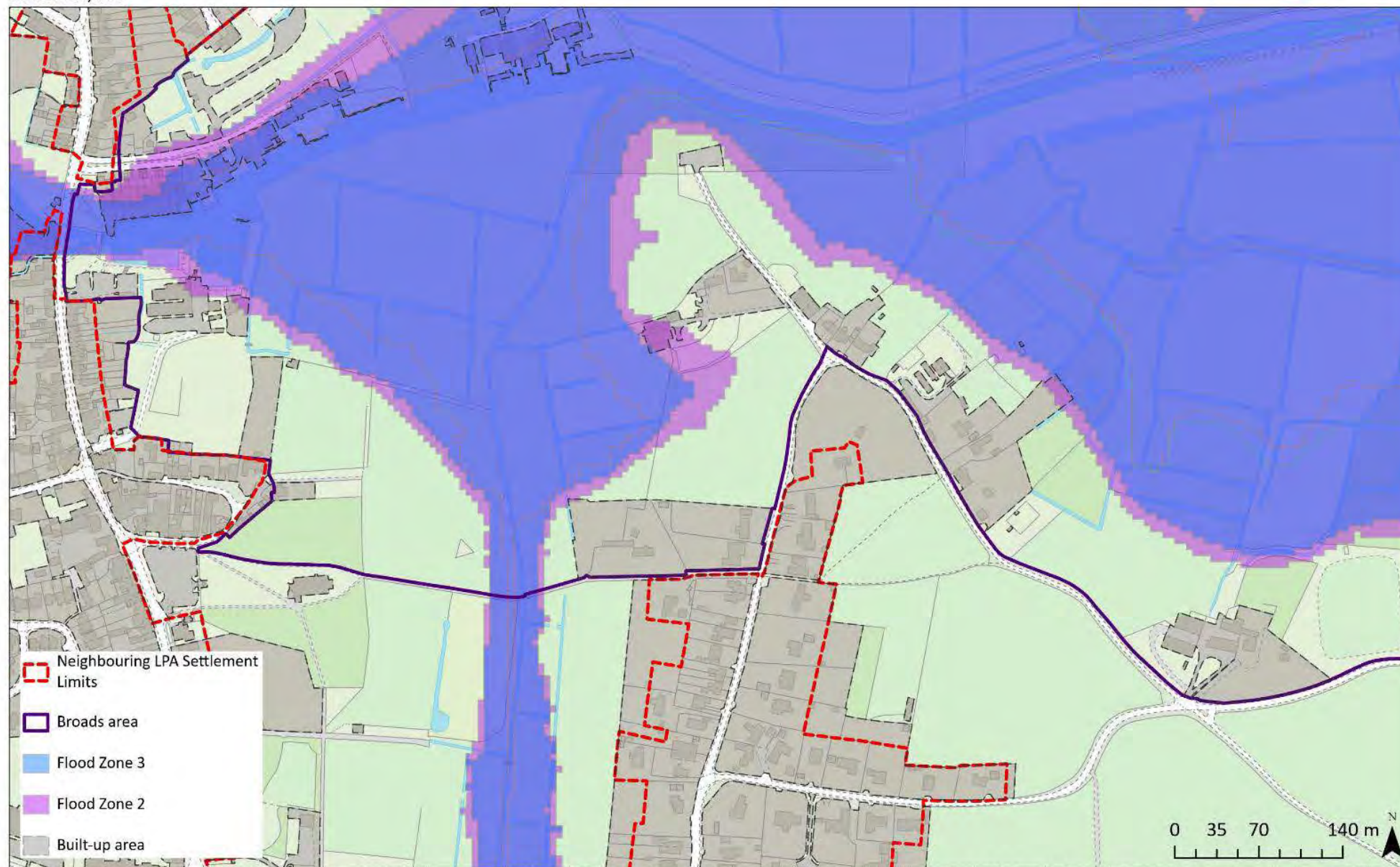


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# Loddon

Scale: 1:4,000

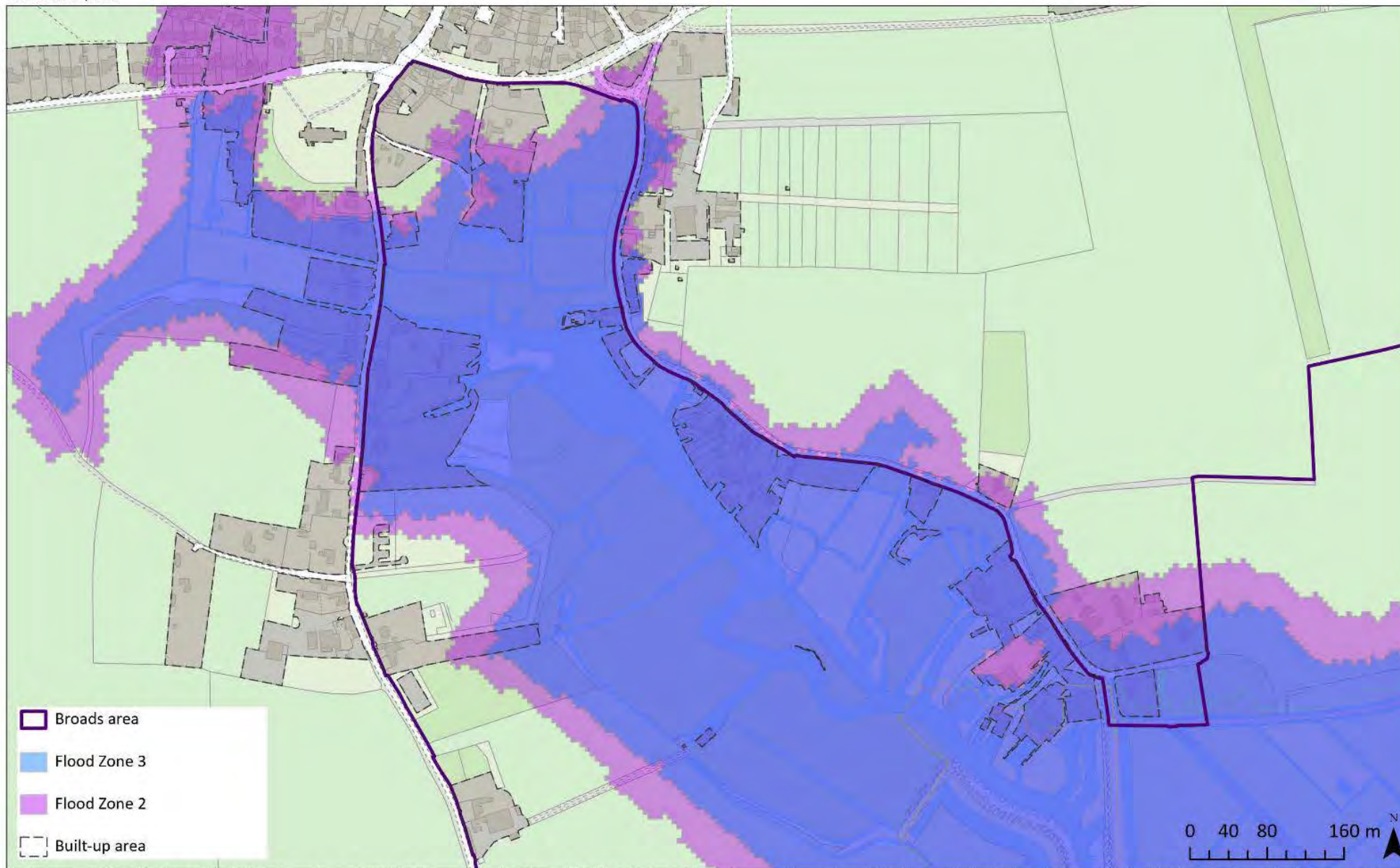


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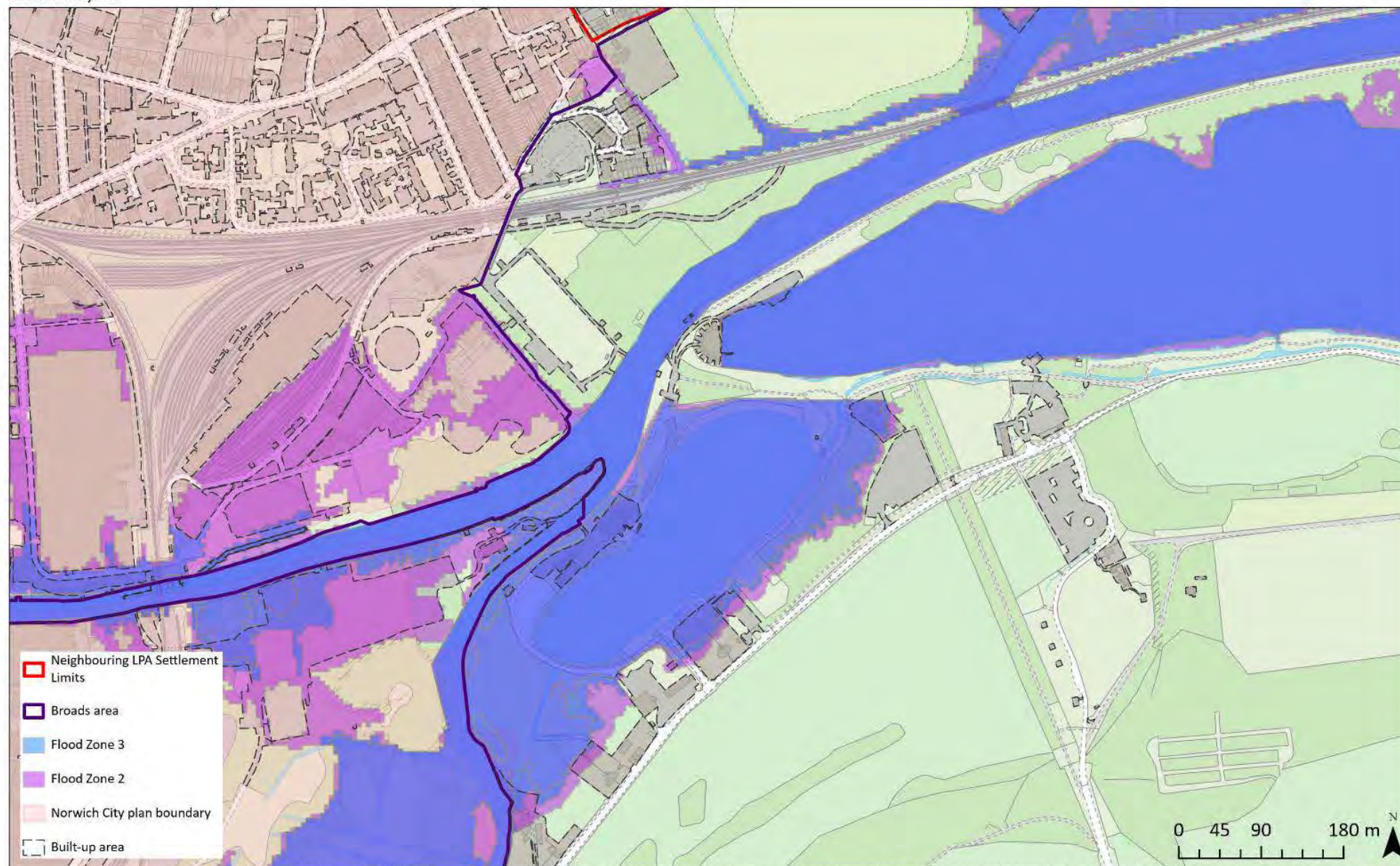
# Ludham

Scale: 1:5,000



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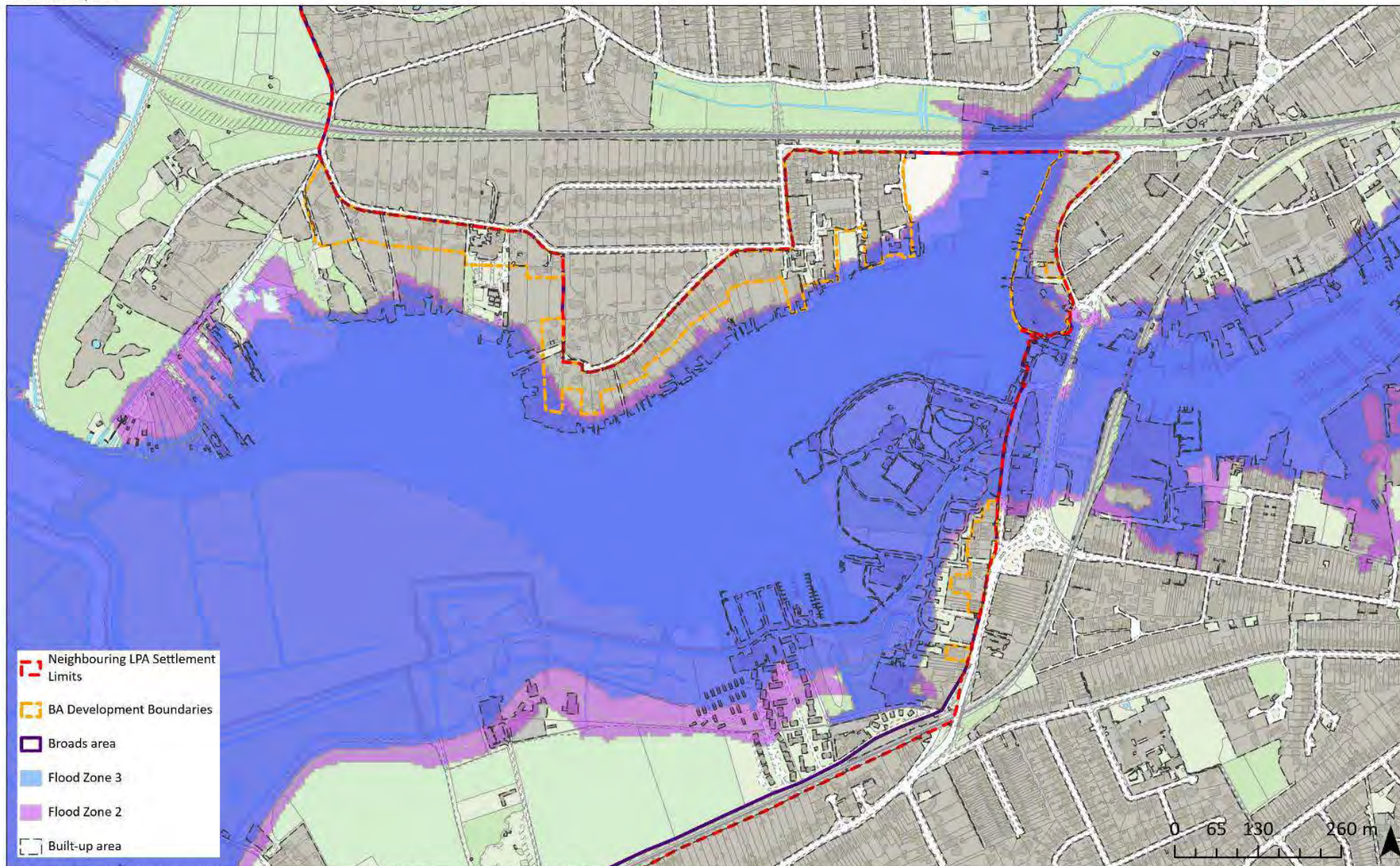


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# Oulton Broad

Scale: 1:7,500

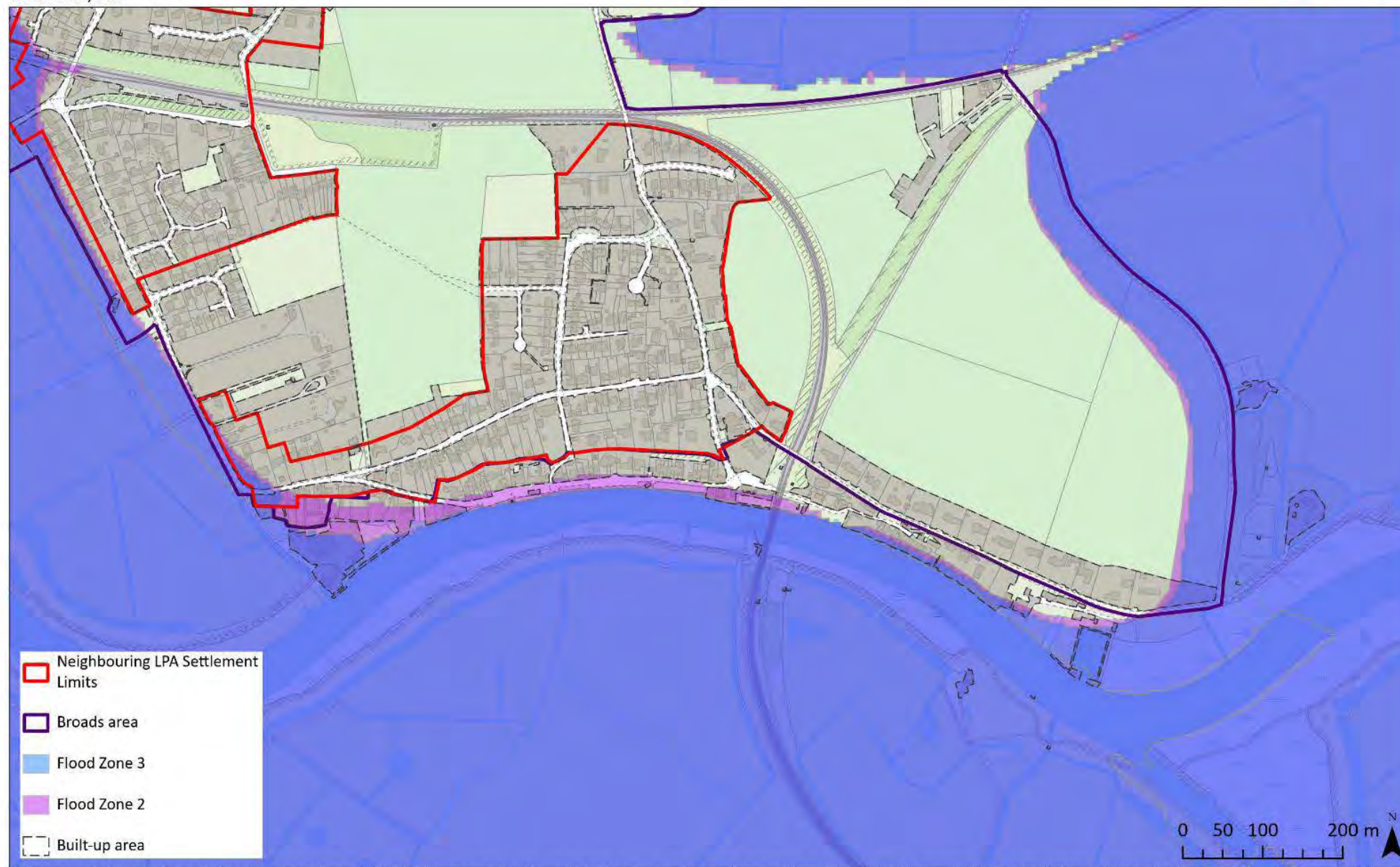


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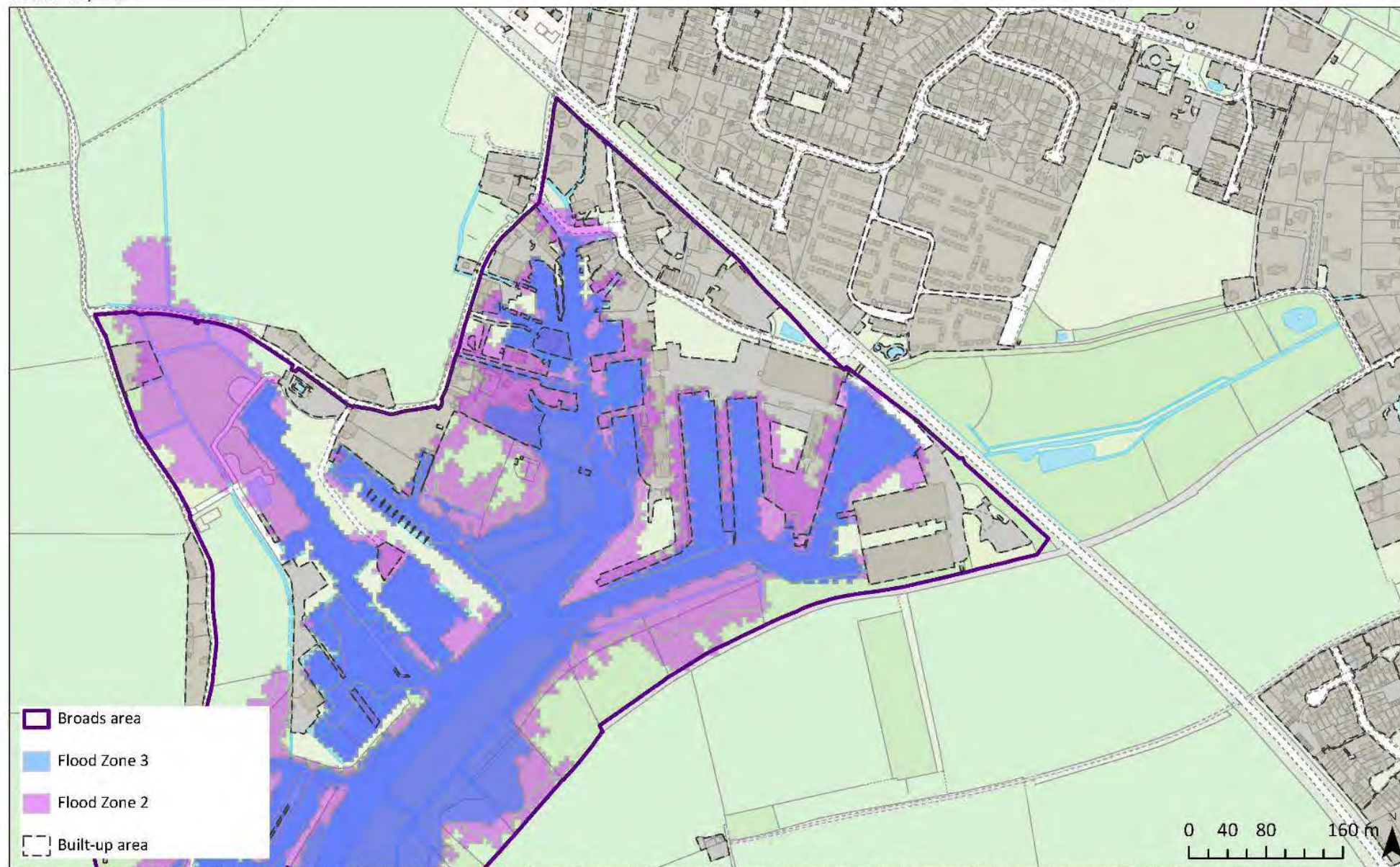
# Reedham

Scale: 1:6,000



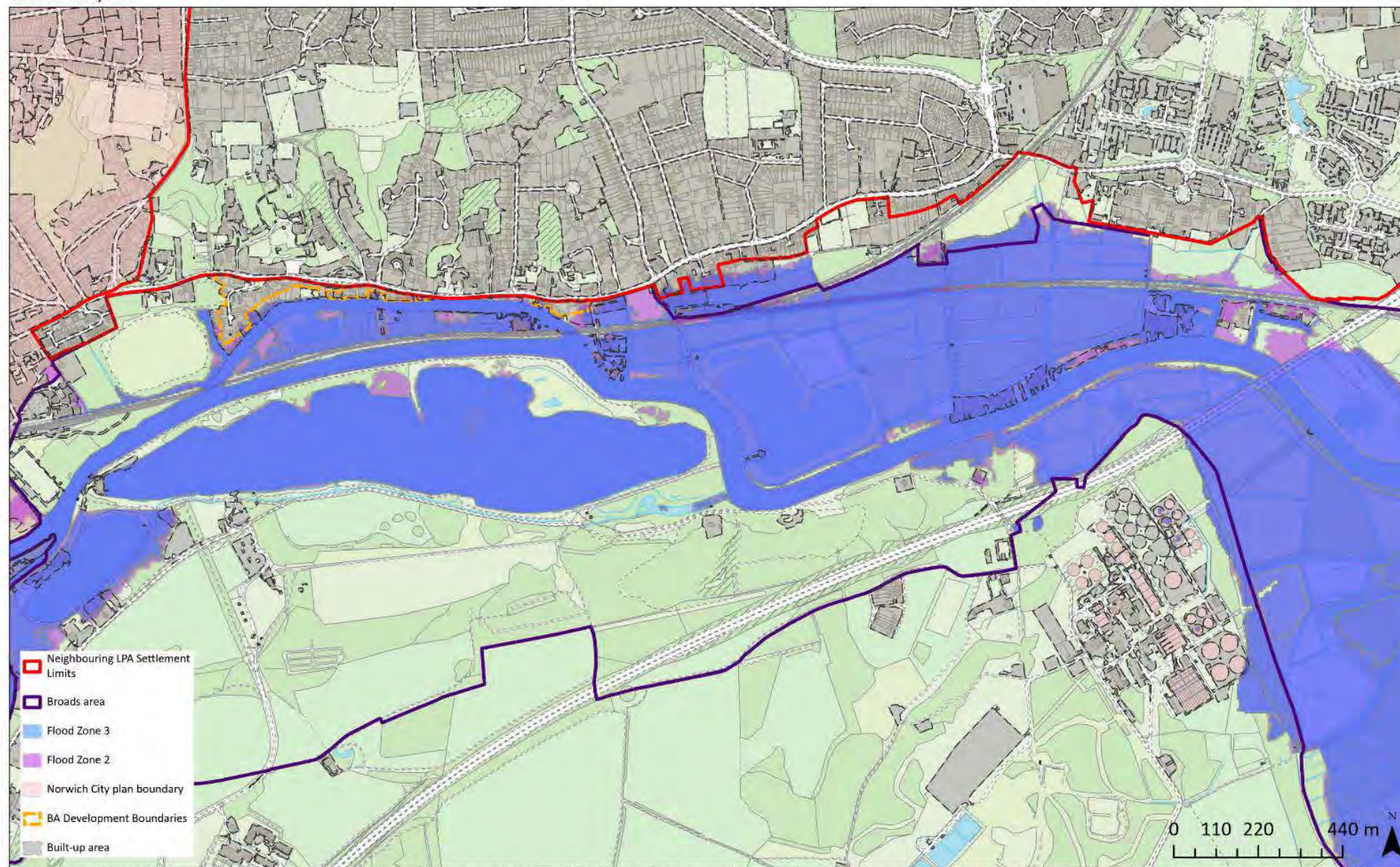
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## Appendix 3: Issues and Options comments

Between October and December 2022, the Issues and Options version of the Local Plan was consulted on. The comments received with the BA response is as follows.

Question	Respondent	Comment	BA response	Action for Local Plan
Question 37	Bradwell Parish Council	No comment	Noted.	No further action.
Question 37	Broads Society	The Society has no objections to the current development boundaries relating to the areas currently identified.	Noted.	No further action.
Question 37	East Suffolk Council	The Waveney Local Plan defines Settlement Boundaries around the built-up area of a number of settlements, including for the Waveney Local Plan part of settlements which also straddle the border with the Broads. Land outside of Settlement Boundaries (and allocations) is considered as the countryside where new residential, employment and town centre development will not be permitted except where in accordance with other policies in the Local Plan. The Settlement Boundaries can be viewed in the Waveney Local Plan policies maps here - <a href="http://www.eastsuffolk.gov.uk/planning/planning-policy-and-local-plans/local-plans/policies-map/">www.eastsuffolk.gov.uk/planning/planning-policy-and-local-plans/local-plans/policies-map/</a> . Below are some settlement-specific comments:	Background information noted.	No further action.
Question 37	East Suffolk Council	<p><b>Oulton Broad</b></p> <p>The only development boundary in the current Broads Local Plan within the East Suffolk part of the Broads is Oulton Broad. It is noticeable that the area in the development boundary is partly located within flood zones 2 and 3. The area contained within the development boundary that is covered by flood zones 2 and 3 could increase in the future due to the impact of climate change.</p> <p>The Settlement Boundary as defined by Waveney Local Plan policy WLP1.2 follows the Broads Authority boundary through Oulton Broad itself. The two only deviate from each other further north near Camps Heath and Oulton in the south approaching Carlton Colville.</p> <p>The Oulton Broad Development Boundary extends southwards from Broadview Road and westwards from Commodore Road towards the water and includes housing that is not included within the Waveney Local Plan Settlement Boundary. It is not considered necessary for the Development Boundary to be redrawn in the Broads Local Plan.</p>	Comments noted and will be considered as the development boundaries for the new Local Plan are produced.	Consider this comment as produce Preferred Options version of the Local Plan.

Question	Respondent	Comment	BA response	Action for Local Plan
Question 37	East Suffolk Council	<p>Beccles</p> <p>The Settlement Boundary in the Waveney Local Plan closely follows the Broads Authority Boundary along the northern and western edges of the town. The Settlement Boundary runs close to, but does not touch the Broads Authority Boundary in all places. It is noticeable that there are several waterside properties next to the River Waveney which are situated within the Broads Authority area but are clearly part of Beccles. The Council previously highlighted, in relation to the preparation of the current Broads Local Plan, that introducing a Settlement Boundary for Beccles would not be supported due to issues of character and flood risk. These matters are reflected in Table 7 of the Issues and Options consultation documents and should be given careful consideration.</p>	Comments noted and will be considered as the development boundaries for the new Local Plan are produced.	Consider this comment as produce Preferred Options version of the Local Plan.
Question 37	East Suffolk Council	<p>Bungay</p> <p>The Settlement Boundary in the Waveney Local Plan closely follows the Broads Authority Boundary, except around the Olland's Plantation. The Bungay Conservation area also extends eastwards into the Broads Authority area. Parts of the built-up area are within the Broads and therefore not within the Settlement Boundary. However, the Council previously highlighted, in relation to the preparation of the current Broads Local Plan, that introducing a Settlement Boundary for Bungay would not be supported due to issues of character and flood risk. These matters are reflected in Table 7 of the Issues and Options consultation documents and should be given careful consideration.</p>	Comments noted and will be considered as the development boundaries for the new Local Plan are produced.	Consider this comment as produce Preferred Options version of the Local Plan.
Question 37	East Suffolk Council	<p>Somerleyton</p> <p>Somerleyton Settlement Boundary, as designated by policy WLP1.2 (Settlement Boundaries) is drawn very tightly around the existing built up areas of the settlement. Somerleyton Conservation Area borders the Broads Authority area along its western edge and encompasses both Brickfields and Staithe Lane. There do not appear to be reasonable opportunities to introduce a Development Boundary into the Broads part of Somerleyton.</p>	Agreed.	No further action.
Question 37	South Norfolk Council	The approach appears to be generally consistent with Agreement 3 of the NSPF.	Support noted.	No further action.
Question 37	Suffolk County Council	The only settlements within the Broads with potential for development boundaries, of relevance to Suffolk County Council, are Beccles, Oulton Broad, Bungay and Ditchingham Dam. The only one of these settlements that currently has a development boundary is Oulton Broad. Suffolk County Council provided comments on the proposed development boundary in February/March 2022, as set out at Appendix 1 of the Development Boundaries Topic Paper. These comments from the County Council as LLFA and from the SCCAS remain valid and we have no further comments to make on this development boundary.	Noted.	No further action.



Question	Respondent	Comment	BA response	Action for Local Plan
Question 37	Wroxham Parish Council	map incorrectly labelled "Hoveton" - map shows Hoveton & Wroxham.	Noted. Will ensure correct title.	Ensure title says 'Hoveton and Wroxham'.
Question 37	Broadland Council	The approach appears to be generally consistent with Agreement 3 of the NSPF.	Support noted.	No further action.
Question 37, 38, 39	Great Yarmouth Borough Council	The Borough Council offers no comment in relation to the existing development boundaries as these lie outside of our planning administrative area. The Borough Council has noted the most recent Broads' Settlement Study (2022) evidence base, including scorings for settlements based upon their access to services and facilities and potential suitability for development boundaries as commented in Table 7 of the current consultation document.	Noted.	No further action.
Question 37, 38, 39	Great Yarmouth Borough Council	The Borough Council is also in the process of preparing an update to its Settlement Study to inform the potential hierarchy of settlements and approach to development limits for its own Local Plan review. The Borough Council would therefore be keen to liaise with the Broads Authority to ensure that approaches taken to identify and justify development boundaries in settlements which straddle the shared planning boundary are complementary to the aims of both emerging development plans.	Noted. We would be happy to be involved.	Contact GYBC re their work.
Question 38	Bradwell Parish Council	No comment	Noted.	No further action.
Question 38	Broads Society	The study solely assesses 'walking distance and public transport against bus routes and not train routes. The example of Brundall is such that Authorities have failed to provide adequate provision for public access to Brundall Station and hence the scoring within the Study is inaccurate.	The study includes access to a train station and therefore it is not clear how the scoring is inaccurate.	No further action.
Question 38	Broads Society	Improved links and access for pedestrians and cyclists to Brundall Station is embodied within the vision and policies of the Brundall Neighbourhood Plan 2016-2026 and is impacted further by approved housing developments and the inevitable population increase of Brundall and surrounding areas.	In general, we would support the access to the train station being improved, however it seems the comments implies this is about access from the side of the rail lines that is in Broadland Council's area.	No further action.

Question	Respondent	Comment	BA response	Action for Local Plan
Question 38	Brooms Boats	The study solely assesses 'walking distance and public transport against bus routes and not train routes. The example of Brundall is such that Authorities have failed to provide adequate provision for public access to Brundall Station and hence the scoring within the Study is inaccurate.	The study includes access to a train station and therefore it is not clear how the scoring is inaccurate.	No further action.
Question 38	Brooms Boats	Improved links and access for pedestrians and cyclists to Brundall Station is embodied within the vision and policies of the Brundall Neighbourhood Plan 2016-2026 and is impacted further by approved housing developments and the inevitable population increase of Brundall and surrounding areas.	In general, we would support the access to the train station being improved, however it seems the comments implies this is about access from the side of the rail lines that is in Broadland Council's area.	No further action.
Question 38	East Suffolk Council	East Suffolk Council broadly welcomes the Settlement Study, however, there are some additional elements that the Broads Authority may wish to consider for inclusion in the Settlement Study.	Noted.	See actions for each comment.
Question 38	East Suffolk Council	Allotments are a valuable community resource, providing residents with the opportunity to grow their own food. This in turn enables allotment holders to exercise and socialise. Therefore, there may be value in including them in appendix D of the Settlement Study. The East Suffolk Council: Suffolk Coastal Local Plan Settlement Hierarchy Topic Paper provides an example of where this has been done, see <a href="https://www.eastsuffolk.gov.uk/assets/Planning/Suffolk-Coastal-Local-Plan/First-Draft-Local-Plan/Final-Settlement-Hierarchy-Topic-Paper.pdf">https://www.eastsuffolk.gov.uk/assets/Planning/Suffolk-Coastal-Local-Plan/First-Draft-Local-Plan/Final-Settlement-Hierarchy-Topic-Paper.pdf</a>	Noted and will add this as another consideration.	Amend study to assess provision of allotments.
Question 38	East Suffolk Council	Appendix D of the Settlement Study does also not include proximity to major towns as a consideration. The close proximity of a smaller settlement to larger settlement/market town provides access to a wider range of shops, employment opportunities, public services and other facilities and can therefore increase the sustainability of the smaller settlement and increases the feasibility of sustainable modes of transport. Again, the Suffolk Coastal Local Plan Settlement Hierarchy considered this. See <a href="https://www.eastsuffolk.gov.uk/assets/Planning/Suffolk-Coastal-Local-Plan/First-Draft-Local-Plan/Final-Settlement-Hierarchy-Topic-Paper.pdf">https://www.eastsuffolk.gov.uk/assets/Planning/Suffolk-Coastal-Local-Plan/First-Draft-Local-Plan/Final-Settlement-Hierarchy-Topic-Paper.pdf</a>	This is considered. The facility or service considered might be in another settlement.	No change to study.

Question	Respondent	Comment	BA response	Action for Local Plan
Question 38	East Suffolk Council	In addition to the comments above, please note that appendix D of the Settlement Study still refers to Beccles, Oulton Broad and Bungay as being located in Waveney. This should be updated to refer to East Suffolk.	Noted and will amend.	Amend study to say ESC rather than Waveney.
Question 38	Sequence UK LTD/Brundall Riverside Estate Association	2.90 No specific comments on the findings of the Settlement Study, which reflect our views on Brundall as a Key Service Centre with a good range of services and facilities.	Noted.	No further action.
Question 38	South Norfolk Council	The approach appears to be generally consistent with Agreement 3 of the NSPF. In respect of question 38, it is important to recognise how services and facilities are distributed across the broads authority area. Careful consideration needs to be given to ensuring that important services and facilities are maintained, and it may be the case that some of these may not be in the best served villages. In this regard, when determining the location of new development consideration should be given to paragraph 79 of the NPPF which sets out that where there are groups of smaller settlements, development in one village may support services in a nearby village.	Noted.	Consider these sections of the NPPF when producing housing sections of the Preferred Options.
Question 38	Broadland Council	The approach appears to be generally consistent with Agreement 3 of the NSPF. In respect of question 38, it is important to recognise how services and facilities are distributed across the broads authority area. Careful consideration needs to be given to ensuring that important services and facilities are maintained, and it may be the case that some of these may not be in the best served villages. In this regard, when determining the location of new development consideration should be given to paragraph 79 of the NPPF which sets out that where there are groups of smaller settlements, development in one village may support services in a nearby village.	Noted.	Consider these sections of the NPPF when producing housing sections of the Preferred Options.
Question 39	Anglian Water	3.35. The Settlement Study sets a direction for sustainable growth, but this needs to be informed by constraints to delivering the housing needs of The Broads particularly in relation to the availability of suitable and deliverable sites that can access, and be supported by, resilient infrastructure and facilities. This should factor in embedded (capital) carbon. The Development Boundaries Topic Paper is helpful in this regard, but we recognise that this will be consolidated with other evidence as it emerges, to provide a comprehensive evidence base on appropriate and sustainable locations for long term growth through the Sustainability Appraisal. It is noted that many of the locations identified in the Development	Yes, the settlements study and the development boundaries proposed are a starting point, and each application may have other constraints that need addressing if they	Await AWS comments on sites put forward as part of the Call for Sites.

Question	Respondent	Comment	BA response	Action for Local Plan
		Boundaries Topic Paper have areas of flood risk, which will have implications for future growth.	can. AWS have been asked to comment on the sites put forward as part of the Call for Sites.	
Question 39	Bradwell Parish Council	No Comment	Noted.	No further action.
Question 39	East Suffolk Council	It is important to take account of the settlement boundaries defined by other local authorities. Development boundaries defined by the Broads Authority should therefore be defined having regard to the criteria used by neighbouring local authorities. Settlement boundaries defined by the Waveney Local Plan closely follow the built-up area of a settlement, as well as landscape features such as hedgerows. Therefore, it is important for any development boundaries defined by the Broads Local Plan to take a similar approach, along with considerations of the statutory purposes and special qualities of the Broads. For information, a link to the Waveney Local Plan Settlement Boundaries Topic Paper can be found below. <a href="https://www.eastsuffolk.gov.uk/assets/Planning/Waveney-Local-Plan/Background-Studies/C38-Topic-Paper-Definition-of-Settlement-Boundaries.pdf">https://www.eastsuffolk.gov.uk/assets/Planning/Waveney-Local-Plan/Background-Studies/C38-Topic-Paper-Definition-of-Settlement-Boundaries.pdf</a>	This seems to be about the actual form of the development boundary and the idea is logical and we will look into that.	Liaise with districts about how they draw development boundaries to see if the BA ones should be changes to fit with their approach.
Question 39	RSPB	The impact of either maintaining or extending the area of hard standing with obvious rapid run-off doesn't seem to be considered. This will be important given the trend for extreme, heavy rain events and the need for water to flow off by gravity.	The settlements study and the development boundaries proposed are a starting point, and each application may have other constraints that need addressing if they can. Indeed, the Local Plan has a policy relating to flood risk and SuDS.	No further action.

Question	Respondent	Comment	BA response	Action for Local Plan
Question 39	Sequence UK LTD/Brundall Riverside Estate Association	<p>2.92 We note that the Development Boundary Topic Paper is currently a guide for the Issues and Options consultation and will be developed further in response to the consultation responses. Therefore, we trust that our comments below for question 40 with regard to the suitability of the Riverside Estate being included within an extended development boundary for Brundall will be considered within that update.</p> <p>2.93 In response to the topic paper itself, we note the summary in the table in section 3 referencing Brundall Riverside comprising boatyards and residential (holiday let) to the south of the railway. The reference to the estate being 'over the railway from the main settlement' is unhelpful as it would suggest a degree of separation when as set out below, the Riverside Estate abuts the current settlement limit with the crossing on Station Road which does not act as a barrier. There are also ongoing discussions with regard to enhancements to Station Road and those linkages.</p> <p>2.94 We recognise the majority of the Riverside Estate lies within the higher risk flood zones but this should not preclude its inclusion within the development boundary / settlement limit. It is not clear what is meant by 'entire areas subject to policies in the Local Plan already' but again this would be not be a basis for not including the estate within a development boundary.</p>	Noted, but the Brundall Riverside area is over the railway. See also response to question 40.	No further action.
Question 39	South Norfolk Council	The approach appears to be generally consistent with Agreement 3 of the NSPF.	Support noted.	No further action.
Question 39	Broadland Council	The approach appears to be generally consistent with Agreement 3 of the NSPF.	Support noted.	No further action.
Question 40	Bradwell Parish Council	With ongoing rising sea levels building on possible flood plans seems highly questionable.	National policy is clear in relation to building in such areas and the Broads Authority has a history of upholding flood risk policy.	No further action.
Question 40	East Suffolk Council	The Definition of Settlement Boundaries Topic Paper sets out how settlement boundaries are defined in the East Suffolk Council: Waveney Local Plan <a href="https://www.eastsuffolk.gov.uk/assets/Planning/Waveney-Local-Plan/Background-Studies/C38-Topic-Paper-Definition-of-Settlement-Boundaries.pdf">https://www.eastsuffolk.gov.uk/assets/Planning/Waveney-Local-Plan/Background-Studies/C38-Topic-Paper-Definition-of-Settlement-Boundaries.pdf</a> Settlement boundaries are drawn close to the built-up area of a settlement and tend to follow features in the landscape such as hedges and trees. Comments on individual settlements have been provided in response to question 37 above.	This seems to be about the actual form of the development boundary and the idea is logical and we will look into that.	Liaise with districts about how they draw development boundaries to see if the BA ones should be changed to fit with their approach.

Question	Respondent	Comment	BA response	Action for Local Plan
Question 40	RSPB	None	Noted.	No further action.
Question 40	Sequence UK LTD/Brundall Riverside Estate Association	<p>We would suggest the Brundall Riverside Estate is incorporated within the development boundary for Brundall. The image below shows the current settlement limit for Brundall within the Broadland Site Allocations DPD 2016. (image shows BDC site allocations map).</p> <p>2.96 The above image shows that the settlement limit runs essentially to the railway line to the south of Brundall which marks the boundary between the respective local authority area of Broadland District Council and the Broads Authority. However, we are of the view that the extension of the boundary south to incorporate the Brundall Riverside Estate would be a logical extension, as shown on the image below. 2.97 The extension of the development boundary to the south would include land that is contiguous with the current boundary and contains a significant concentration of residential properties, holiday accommodation and business uses including boatyards, in a sustainable location with excellent access to Brundall train station. It would therefore seem wholly appropriate for it to be included within an extended settlement boundary for Brundall to reflect that this is a developed area, which will see further (re)development and diversification, and is demonstrably not countryside.</p>	<p>Noted. Although by providing a development boundary there, that would effectively be promoting the area for residential dwellings, rather than holiday homes and businesses. Flood risk is a key issue with the area almost entirely flood zone 3a and indicative flood zone 3b so residential might not be allowed there to reflect flood risk.</p>	<p>Consider this advice as the approach to development boundaries is worked up.</p>



## Appendix 4: Sustainability Appraisal of Development Boundaries policy options

This is a new appendix.

SA objectives:

- ENV1: To reduce the adverse effects of traffic (on roads and water).
- ENV2: To safeguard a sustainable supply of water, to protect and improve water quality and to use water efficiently.
- ENV3: To protect and enhance biodiversity and geodiversity.
- ENV4: To conserve and enhance the quality and local distinctiveness of landscapes and towns/villages.
- ENV5: To adapt, become resilient and mitigate against the impacts of climate change
- ENV6: To avoid, reduce and manage flood risk and to become more resilient to flood risk and coastal change.
- ENV7: To manage resources sustainably through the effective use of land, energy and materials.
- ENV8: To minimise the production and impacts of waste through reducing what is wasted, and re-using and recycling what is left.
- ENV9: To conserve and enhance the cultural heritage, historic environment, heritage assets and their settings
- ENV10: To achieve the highest quality of design that is innovative, imaginable, and sustainable and reflects local distinctiveness.
- ENV11: To improve air quality and minimise noise, vibration and light pollution.
- ENV12: To increase the proportion of energy generated through renewable/low carbon processes without unacceptable adverse impacts to/on the Broads landscape
- SOC1: To improve the health and wellbeing of the population and promote a healthy lifestyle.
- SOC2: To reduce poverty, inequality and social exclusion.
- SOC3: To improve education and skills including those related to local traditional industries.
- SOC4: To enable suitable stock of housing meeting local needs including affordability.
- SOC5: To maximise opportunities for new/ additional employment
- SOC6: To improve the quality, range and accessibility of community services and facilities and to ensure new development is sustainability located with good access by means other than a private car to a range of community services and facilities.
- SOC7: To build community identity, improve social welfare and reduce crime and anti-social activity.
- ECO1: To support a flourishing and sustainable economy and improve economic performance in rural areas.
- ECO2: To ensure the economy actively contributes to social and environmental well-being.
- ECO3: To offer opportunities for Tourism and recreation in a way that helps the economy, society and the environment.

Policy assessment – development boundaries or criteria-based policy.

		A: Criteria-based development boundary policy	B: Plan based development boundary policy
ENV1	?	In general, the effect of this approach is uncertain as it depends on the criteria and how they are applied. On one hand, this approach could help protect the character of the Broads, but on the other hand, development would not necessarily be focussed in existing build up areas	+ The development boundaries will be around areas with key services that could be accessed by all modes of transport.
ENV2			
ENV3	?		? Development boundaries could mean development in areas where general impacts on biodiversity are less than in more rural areas. But with Biodiversity net gain coming in, the impact of habitat being lost could be reduced. But on the other hand, preventing loss rather than replacing could be seen as better.
ENV4	?		+ Development boundaries could mean development in areas where general impacts on landscape are minimal because the area is generally built up.
ENV5			
ENV6			
ENV7	?		+ Development boundaries may contain areas of brownfield land that could be used for development and therefore there could be benefits relating to efficient use of land.
ENV8			
ENV9			
ENV10			
ENV11			
ENV12			
SOC1	?		+ The development boundaries will be around areas with key services that could be accessed by all walking, cycling and wheeling.
SOC2	?		+ By directing development to built up areas, the likelihood of isolated dwellings and social isolation would be reduced.
SOC3			
SOC4	?		+ In theory, housing is acceptable within a development boundary, subject to details.
SOC5			
SOC6	?		+ The development boundaries will be around areas with key services that could be accessed by all modes of transport.
SOC7			
ECO1			
ECO2			
ECO3			

Areas to potentially apply development boundaries.

	Brundall Riverside		Horning		Hoveton and Wroxham		Oulton Broad		Thorpe St Andrew	
ENV1	-	The access for pedestrians and vehicles to the area is constrained. There is a level crossing and the road on the northern side of the level crossing does not have a footway for the entire length and given the elevations either side of the road and that the land seems to be in private ownership, it is not clear how footways can be provided. People would have to walk in the road so that could detract from walking. The access is a concern to the Highways Authority.	+	No obvious impact on roads. Any scheme would be assessed on its own merits against local and national policy in terms of impacts. With key services in the settlement, there is potential for these to be accessed by walking and cycling.	+	No obvious impact on roads. Any scheme would be assessed on its own merits against local and national policy in terms of impacts. With key services in the settlement, there is potential for these to be accessed by walking and cycling.	+	No obvious impact on roads. Any scheme would be assessed on its own merits against local and national policy in terms of impacts. With key services in the settlement, there is potential for these to be accessed by walking and cycling.	+	No obvious impact on roads. Any scheme would be assessed on its own merits against local and national policy in terms of impacts. With key services in the settlement, there is potential for these to be accessed by walking and cycling.
ENV2										
ENV3	+	No protected sites within the proposed development boundary. Broadland SPA over the river. Any scheme would be assessed on its own merits against local and national policy in terms of impacts. Nutrient enrichment and recreation impacts will need to be mitigated for.	-	No protected sites within the proposed development boundary. Broadland SPA over the river. Any scheme would be assessed on its own merits against local and national policy in terms of impacts. Recreation impacts will need to be mitigated for. Water Recycling Centre has issues associated with flows which ultimately affect nutrient load.	+	No protected sites within the proposed development boundary. No protected sites close by. Any scheme would be assessed on its own merits against local and national policy in terms of impacts. Nutrient enrichment and recreation impacts will need to be mitigated for.	+	No protected sites within the proposed development boundary. Broadland SPA over the Broad. Any scheme would be assessed on its own merits against local and national policy in terms of impacts. Recreation impacts will need to be mitigated for.	+	No protected sites within the proposed development boundary. Near Carey's Meadow, but not likely to cause issues. Any scheme would be assessed on its own merits against local and national policy in terms of impacts. Nutrient enrichment and recreation impacts will need to be mitigated for.
ENV4	+	Generally, as development would be directed to these already built-up areas, the impact on landscape is likely to be minimal and there are other local plan policies that will be of relevance.	+	Generally, as development would be directed to these already built-up areas, the impact on landscape is likely to be minimal and there are other local plan policies that will be of relevance.	+	Generally, as development would be directed to these already built-up areas, the impact on landscape is likely to be minimal and there are other local plan policies that will be of relevance.	+	Generally, as development would be directed to these already built-up areas, the impact on landscape is likely to be minimal and there are other local plan policies that will be of relevance.	+	Generally, as development would be directed to these already built-up areas, the impact on landscape is likely to be minimal and there are other local plan policies that will be of relevance.
ENV5										
ENV6	?	Whilst there are some areas of flood risk, there are also areas which are of lower risk of flooding. National and local flood risk policy will apply. Also note that development boundaries are relevant to windfall residential moorings.	?	Whilst there are some areas of flood risk, there are also areas which are of lower risk of flooding. National and local flood risk policy will apply. Also note that development boundaries are relevant to windfall residential moorings.	?	Whilst there are some areas of flood risk, there are also areas which are of lower risk of flooding. National and local flood risk policy will apply. Also note that development boundaries are relevant to windfall residential moorings.	?	Whilst there are some areas of flood risk, there are also areas which are of lower risk of flooding. National and local flood risk policy will apply. Also note that development boundaries are relevant to windfall residential moorings.	?	Whilst there are some areas of flood risk, there are also areas which are of lower risk of flooding. National and local flood risk policy will apply. Also note that development boundaries are relevant to windfall residential moorings.
ENV7	?	Development boundaries may contain areas of brownfield land that could be used for development and therefore there could be benefits relating to efficient use of land. However, in this area, there does not seem to be any land that could be developed for dwellings and as such this rates as a ?. The boatyards are generally protected by other local plan policies.	+	Development boundaries may contain areas of brownfield land that could be used for development and therefore there could be benefits relating to efficient use of land.	+	Development boundaries may contain areas of brownfield land that could be used for development and therefore there could be benefits relating to efficient use of land.	+	Development boundaries may contain areas of brownfield land that could be used for development and therefore there could be benefits relating to efficient use of land.	+	Development boundaries may contain areas of brownfield land that could be used for development and therefore there could be benefits relating to efficient use of land.
ENV8										
ENV9	?	There are some heritage assets within or nearby to the development boundary that will need to be considered. National and local heritage policy will apply.	?	There are some heritage assets within or nearby to the development boundary that will need to be considered. National and local heritage policy will apply.	?	There are some heritage assets within or nearby to the development boundary that will need to be considered. National and local heritage policy will apply.	?	There are some heritage assets within or nearby to the development boundary that will need to be considered. National and local heritage policy will apply.	?	There are some heritage assets within or nearby to the development boundary that will need to be considered. National and local heritage policy will apply.
ENV10										
ENV11										

	Brundall Riverside		Horning		Hoveton and Wroxham		Oulton Broad		Thorpe St Andrew	
ENV12										
SOC1	?	There are key services within walking distance and walking and cycling benefit health. That being said there is no footway for the entire length of Station Road and as such, people would have to walk in the road so that could detract from walking.	+	Key services tend to be within walking and cycling distance, with associated infrastructure tending to be in place – walking and cycling benefits health.	+	Key services tend to be within walking and cycling distance, with associated infrastructure tending to be in place – walking and cycling benefits health.	+	Key services tend to be within walking and cycling distance, with associated infrastructure tending to be in place – walking and cycling benefits health.	+	Key services tend to be within walking and cycling distance, with associated infrastructure tending to be in place – walking and cycling benefits health.
SOC2	+	By directing development to built up areas, the likelihood of isolated dwellings and social isolation would be reduced.	+	By directing development to built up areas, the likelihood of isolated dwellings and social isolation would be reduced.	+	By directing development to built up areas, the likelihood of isolated dwellings and social isolation would be reduced.	+	By directing development to built up areas, the likelihood of isolated dwellings and social isolation would be reduced.	+	By directing development to built up areas, the likelihood of isolated dwellings and social isolation would be reduced.
SOC3										
SOC4	+	In theory, housing is acceptable within a development boundary, subject to details	+	In theory, housing is acceptable within a development boundary, subject to details	+	In theory, housing is acceptable within a development boundary, subject to details.	+	In theory, housing is acceptable within a development boundary, subject to details	+	In theory, housing is acceptable within a development boundary, subject to details
SOC5										
SOC6	-	There are key services nearby which can be accessed using the bridge over the railway or the level crossing by walking and level crossing by cycling. However, there is not a footway for the entire length north of the level crossing. People walk in the road so that could detract from walking. The Highways Authority have concerns.	+	Key services in settlement of shop and employment (boat yards). Bus service to higher order settlement within walking distance of the centre.	+	Many key services within settlement within walking and cycling distance.	+	Many key services within settlement within walking and cycling distance.	+	Many key services within settlement within walking and cycling distance.
SOC7										
ECO1										
ECO2										
ECO3										

## Appendix 5: Proposed draft Development Boundary Policy

This is a proposed draft section/policy for the Preferred Options Local Plan. Member's comments and thoughts are requested. This policy is already in the local plan, but some amendments are proposed.

Amendments to improve the policy are shown as follows: ~~text to be removed~~ and added text.

There is an assessment against the UN Sustainable Development Goals at the end of the policy.

The proposed Sustainability Appraisal of the policy is included at the end of the document. This would not be included in the Preferred Options Local Plan itself; this table would be part of the Preferred Options Sustainability Appraisal, but is included here to show how the policy and options are rated.

The currently adopted policy remains in place – these are proposed amendments and this section will form part of the Preferred Options version of the Local Plan.

### Policy DM35: Residential development within defined Development Boundaries

See Development Boundaries Map Bundle [https://www.broads-authority.gov.uk/\\_data/assets/pdf\\_file/0029/259283/DEVELOPMENT\\_BOUNDARIES.pdf](https://www.broads-authority.gov.uk/_data/assets/pdf_file/0029/259283/DEVELOPMENT_BOUNDARIES.pdf) (these maps show Horning, but as discussed, there will be no development boundary for Horning)

1. New residential development will only be permitted within defined development boundaries and must be compatible with other policies of the Development Plan.
2. Development will be of a scale that is suitable and appropriate for the size of the site and settlement and will reflect the character of the area.
3. Development Boundaries are identified on the policies maps for the following settlement areas:
  - a) ~~Horning~~
  - b) Oulton Broad
  - c) Thorpe St Andrew
  - d) Wroxham and Hoveton

### Constraints and features

- a) ~~Horning~~

- 18 ~~• Flood risk (zones 1, 2 & 3 by EA mapping and mostly 1 with some 2, 3a and modelled 3b~~
- 19 ~~using SFRA 2017)~~
- 20 ~~• Conservation area~~
- 21 ~~• Listed buildings~~
- 22 ~~• Just across river from SAC, SPA, Ramsar Site, SSSI~~

#### 24 **b) Oulton Broad**

- 25 • Area is within Oulton Broad Conservation Area
- 26 • High potential for archaeological remains in the area
- 27 • Flood risk (mainly zone 1, plus some 2 & 3, by EA mapping and mostly 1 with some 2, 3a
- 28 and indicative 3b using SFRA 2018)
- 29 • Nearby listed buildings

#### 30 **c) Thorpe St Andrew**

- 31 • Area is within Thorpe St. Andrew Conservation Area
- 32 • Flood risk (mainly zone 2, some zones 1 & 3, by EA mapping and mostly 1 with some 2,
- 33 3a and modelled 3b using SFRA 2017)
- 34 • The bounded area includes safeguarded minerals (sand and gravel) resources, but the
- 35 Minerals Planning Authority has advised this is unlikely to constrain the type and scale of
- 36 development supported by the Policy
- 37 • Large number of listed buildings

#### 38 **d) Wroxham and Hoveton**

- 39 • Close to SPA and SAC
- 40 • Lies partly within Wroxham Conservation Area
- 41 • Flood risk (mainly zone 3 by EA mapping, and partly zones 1 & 2 and 1, 2, 3a and
- 42 indicative 3b using SFRA 2017)
- 43 • The SFRA shows almost all of the area is at risk of flooding
- 44 • Capacity of minor roads in the area
- 45 • Wroxham Bridge is a Scheduled Monument
- 46 • The Grange - Grade II listed

#### 47 Reasoned Justification

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

54 Early in the evolution of the Broads Local Plan, consideration was given to the merits of not  
 55 having development boundaries, but it was concluded that they are a useful tool in  
 56 promoting sustainable development in the Broads.

57 Development is directed to areas with Development Boundaries as listed in the policy and  
 58 defined on the Local Plan Policies Map. Development in these areas could be acceptable,

notwithstanding other policies, constraints and other material considerations. It is important to note that just because an area has a Development Boundary, it does not mean that all proposals for development in the area are necessarily acceptable. The sensitivities of the Broads in terms of biodiversity, landscape, cultural heritage and flood risk mean that careful consideration must be given to the appropriateness of developing a site, and each proposal will be determined against this and other policies of the Plan. Outside the defined Development Boundaries, new residential development will not be permitted except in the circumstances defined in the other housing policies.

The areas with Development Boundaries are rolled forward from the ~~2014 Site-Specific Policies~~ Local Plan [for the Broads 2019](#). To support the Authority's approach, a [Development Boundaries Topic Paper](#) and a [Settlement Study](#) have been produced. This work assesses the suitability of settlements for Development Boundaries and seeks to justify why the ~~four~~ [three](#) areas (~~Horning~~, Oulton Broad, Thorpe St Andrew and Wroxham and Hoveton) have Development Boundaries.

Development Boundaries are also important for residential moorings. One of the key criteria of policy [DM37](#) relates to the mooring being within or adjacent to a Development Boundary (a Broads Authority Development Boundary or one of our constituent Councils'). The Authority also regards other sites as suitable for residential moorings that are not adjacent to Development Boundaries. [These sites, which are allocated in the Local Plan, are in Brundall \(BRU6\), ~~Horning \(HOR7 and HOR9\)~~, Loddon and Chedgrave \(LOD1 and CHE1\) Beccles \(BEC2\), Somerleyton \(SOM1\) and Stalham \(STA1\).](#) While the sites covered by these policies are not deemed suitable for Development Boundaries to reflect constraints on the land, they are still accessible to services and facilities that make them suitable for residential moorings.

Some development proposals could be acceptable outside of Development Boundaries in exceptional circumstances, although this will depend on detail, constraints in the area and accordance with other adopted policies and the NPPF, such as [DM38 \(dwellings for rural enterprises\)](#) and [DM40 \(replacement dwellings\)](#).

If a proposal is considered to potentially have an effect on an internationally designated site, it will need to be considered against the Habitats Regulations and a project level Appropriate Assessment undertaken. [With respect to recreation impacts, development would need to mitigate and this would most easily be done by paying either the Norfolk or Suffolk Coast RAMS tariff \(and depending on scale, there may be a need for green infrastructure provision\).](#) [Proposals for development in Thorpe St Andrew and Wroxham and Hoveton face nutrient enrichment issues and mitigation will be required.](#)

~~Development Boundary for Horning~~



~~The Broads part of the village is a substantial length of river frontage of varying character and a range of uses, including dwellings, shops, pubs and boatyards. Trees, garden planting and lawns, and open space also contribute to the character of the area. Local services include shops, public houses, post office, recreation ground, primary school and pre-school. A regular bus service runs to Wroxham/Norwich and Stalham. Although there are no significant undeveloped areas within the core of the village (apart from those important as open space, etc., and dealt with under other, there is some potential scope for incremental renewal and replacement development, subject to other policies on flood risk. The boundary has been drawn to specifically exclude the southern 'water gardens' plots area, the immediate riverside where this is currently unbuilt, and more generally excluding gardens, etc., to reflect the Government's definition of previously developed land. For development proposals in Horning, of particular importance is policy DM2 regarding water quality and Knackers Wood Water Recycling Centre constraints (see Sites Specifics section of this Local Plan).~~

#### Development Boundary for **Hoveton and Wroxham**

This combined area is one of the largest concentrations of development, population and services in the Broads. It has a range of shopping, employment opportunities, leisure and health facilities and relatively frequent rail and bus services. Although there is little undeveloped land (aside from gardens and public spaces), there has long been a gradual renewal and replacement of buildings and uses within the area, and there is a limited number of derelict or underused sites ripe for redevelopment. The development boundary excludes areas identified as open space, and includes boatyards and other development on the south (Wroxham) bank. It also complements the **Hoveton Town Centre policy (HOV5)** to continue the focus of retail and related development in the village centre. Parts of the area are at risk of flooding. The relevant Local Plan and National Planning Policy Framework Policies will apply, and a site flood risk assessment may be required to establish the degree of risk.

#### Development Boundary for **Oulton Broad**

Together with Lowestoft, the area has a wide variety of services, facilities and employment opportunities. Although most of these are at some distance from the area under consideration, there is a bus service, and the distances involved mean walking and cycling are feasible options. The development boundary has been drawn to generally exclude the edge of the Broad except where there is already significant built development. This is to discourage building on the waterfront for flooding and landscape reasons, and to encourage continuance of the overall level of trees and planting that provides an important part of the setting of the Broad and contributes to its value for wildlife. Parts of the area are at risk of flooding. The relevant Local Plan and National Planning Policy Framework Policies will apply, and a site flood risk assessment may be required to establish the degree of risk. 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.

#### **Development Boundary for Thorpe St Andrew**

Only part of the south side of Yarmouth Road in Thorpe St Andrew is within the designated Broads area. Elsewhere, Broadland District Council is the local planning authority and this part of Thorpe St Andrew is urban in character. Thorpe itself has a range of facilities and services, including employment opportunities and good public transport links to the extensive facilities of Norwich (also within cycling distance). Although there is a range of buildings and uses within the identified boundary, in practice it is not anticipated that there will be a great deal of development in the foreseeable future. The development boundary provides additional scope for some redevelopment if opportunities arise, subject to flood risk - the relevant Local Plan and National Planning Policy Framework Policies will apply, and a site flood risk assessment may be required to establish the degree of risk. This complements the identification of the Broadland District Council part of Thorpe St Andrew as a growth location in the Greater Norwich Joint Core Strategy.

#### **Reasonable alternative options**

There seems to be two reasonable options to consider when producing the development boundary policy:

- a) Criteria based development boundary policy – would not use a spatial approach but use a criteria-based approach.
- b) Spatial approach – using boundaries on a map.

To not have a policy that sets out where development could be located is seen as an unreasonable alternative.

In terms of actual locations for development boundaries, other than the four included in the policy, Brundall was considered.

#### **Sustainability appraisal summary**

The following is a summary of the assessment of a criteria-based policy and policy showing development boundaries.

A: Criteria-based development boundary policy	0 positives. 0 negatives. 8?
B: Plan based development boundary policy	7 positives. 0 negatives. 1 ? Overall positive

161 The following is a summary of the assessment of the areas that could have a development  
162 boundary.

Brundall	4 positives. 2 negatives. 4? Overall positive
Horning	7 positives. 1 negative. 2 ? Overall positive
Hoveton and Wroxham	8 positives. 0 negatives. 2 ? Overall positive
Oulton Broad	8 positives. 0 negatives. 2 ? Overall positive
Thorpe St Andrew	8 positives. 0 negatives. 2 ? Overall positive

163 **How has the existing policy been used since adoption in May 2019?**

164 According to recent Annual Monitoring Reports, the policy has been used regularly. Some  
165 schemes have been permitted outside of the development boundaries due to other material  
166 considerations.

167 **Why has the alternative option been discounted?**

168 On one hand, removing development boundaries in the Broads Authority Executive Area  
169 could be treating the whole area of The Broads as being in the open countryside which  
170 could help protect the character of The Broads area. On the other hand, it will not be  
171 possible to influence the location of development to built up/urban areas that have key  
172 services which could result in isolated dwellings. Indeed, development boundaries is a tried  
173 and tested policy approach. The Local Plan will also enable any development that is needed  
174 to come forward in more remote areas to do so, for example through rural enterprise  
175 dwellings and replacement dwellings. Development boundaries will also provide certainty to  
176 all involved as to where development is suitable in theory.

177 A development boundary for Brundall has not been taken forward because of the highways  
178 concerns.

179 **UN Sustainable Development Goals check**

180 This policy meets these [UN SD Goals](#):



181

# Planning Committee

18 August 2023

Agenda item number 18

## Appeals to the Secretary of State update

Report by Senior Planning Officer

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

### Recommendation

To note the report.

Application reference number	Applicant	Start date of appeal	Location	Nature of appeal/ description of development	Decision and dates
<b>APP/E9505/W/22/3291736</b> BA/2021/0244/FUL	Messrs T.A. Graham	Appeal received by the BA on 31 January 2022  Appeal start date 22 June 2022	The Shrublands, Grays Road, Burgh St Peter	Appeal against refusal of planning permission: Proposed retention of timber tepee structure and use as glamping accommodation as farm diversification scheme.	Delegated Decision 31 August 2021  <b>DISMISSED</b> <b>7 July 2023</b>

Application reference number	Applicant	Start date of appeal	Location	Nature of appeal/ description of development	Decision and dates
<b>APP/E9505/W/22/3294205</b> BA/2021/0211/FUL	Mr Alan Gepp	Appeal received by the BA on 8 March 2022  Appeal start date 1 July 2022	Broadgate, Horsefen Road, Ludham	Appeal against the refusal of planning permission: Change of use to dwelling and retail bakery (sui generis mixed use) including the erection of a single storey extension.	Committee Decision 8 February 2022  <b>DISMISSED</b> <b>20 July 2023</b>
<b>APP/E9505/C/22/3301919</b> BA/2022/0023/UNAUP2	Mr R Hollocks	Appeal received by the BA on 27 June 2022  Appeal start date 14 July 2022	Beauchamp Arms, Ferry Road, Carleton St Peter	Appeal against Enforcement Notice - lighting and kerbing	Committee Decision 27 May 2022  LPA statement submitted 25 August 2022
<b>BA/2022/0021/UNAUP2</b> APP/E9505/C/22/3301976	Mr R Hollocks	Appeal received by the BA on 27 June 2022  Appeal start date 14 July 2022	Beauchamp Arms, Ferry Road, Carleton St Peter	Appeal against Enforcement Notice - workshop	Committee Decision 27 May 2022  LPA statement submitted 25 August 2022

<b>Application reference number</b>	<b>Applicant</b>	<b>Start date of appeal</b>	<b>Location</b>	<b>Nature of appeal/ description of development</b>	<b>Decision and dates</b>
<b>BA/2021/0490/FUL</b> APP/E9505/W/22/3303030	Mr N Mackmin	Appeal received by the BA on 13 July 2022  Appeal start date 2 December 2022	The Old Bridge Hotel Site, The Causeway, Repps with Bastwick	Appeal against refusal of planning permission: 8 one-bedroom & 4 two-bedroom flats for holiday use with restaurant & covered car-park at ground level.	Committee Decision 7 March 2022  LPA statement submitted 6 January 2023
<b>BA/2021/0295/FUL</b> APP/E9505/W/22/3308360	Trilogy Ltd	Appeal received by the BA on 5 October 2022  Appeal start date 13 February 2023	Morrisons Foodstore, Beccles, NR34 9EJ	Appeal against refusal of planning permission: Coffee Shop with Drive Thru Facility	Delegated Decision 8 April 2022  LPA statement to be submitted by 20 March 2023
<b>BA/2017/0006/UNAUP1</b> APP/E9505/C/22/3310960	Mr W Hollocks, Mr R Hollocks & Mr Mark Willingham	Appeal received by the BA on 11 November 2022  Appeal start date 16 November 2022	Loddon Marina, 12 Bridge Street Loddon	Appeal against enforcement notice-occupation of caravans	Committee decision 14 October 2022  LPA statement submitted 21 December 2022

<b>Application reference number</b>	<b>Applicant</b>	<b>Start date of appeal</b>	<b>Location</b>	<b>Nature of appeal/ description of development</b>	<b>Decision and dates</b>
<b>BA/2022/0309/COND</b> APP/E9505/D/22/3311834	Mr B Parks	Appeal received by the BA on 23 November 2022  Appeal start date 16 March 2023	Shoals Cottage, The Shoal, Irstead	Appeal refusal of planning permission to change approved roof materials.	Delegated decision 15 November 2022 Fast track householder appeal so no LPA Statement submitted.
<b>BA/2022/0144/FUL</b> APP/E9505/W/22/3313528	Mr B Wright	Appeal received by the BA on 20 December 2022  Appeal start date 26 April 2023	East End Barn, Annexe, East End Barn, Aldeby	Appeal against refusal of planning permission to change the use of a residential annex to holiday let.	Delegated decision 5 July 2022  LPA Statement submitted 31 May 2023
<b>BA/2023/0001/ENF</b> APP/E9505/C/23/3316184	Mr R Hollocks & Mr J Render	Appeal received by the BA on 6 February 2023  Appeal start date 8 February 2023	Beauchamp Arms, Ferry Road, Carleton St Peter	Appeal against enforcement notice - occupation of caravans	Committee decision 9 December 2022  LPA Statement submitted 22 March 2023



Application reference number	Applicant	Start date of appeal	Location	Nature of appeal/ description of development	Decision and dates
<b>BA/2022/0416/FUL</b> APP/E9505/W/23/3321331	Mr & Ms Steve & Mary Hooper & Alexander	Appeal received by the BA on 2 May 2023  Start date awaited.	Blackwater Carr Land Off Ferry Lane, Postwick	Appeal against refusal of planning permission – Retrospective consent for the use of a yurt on a small, raised platform, securing a table and bench to the ground, the installation of a small staked and woven willow windbreak.	Committee Decision 3 February 2023
<b>BA/2023/0004/UNAUP2</b> APP/E9505/C/23/3322890 and APP/E9505/C/23/3322949	Jeanette Southgate and Mr R Hollocks	Appeal received by the BA 24 May 2023  Appeal start date 27 June 2023	Berney Arms Inn	Appeal against enforcement notice - occupation of caravan	Committee decision 31 March 2023  LPA Statement required by 9 August 2023

Author: Cheryl Peel

Date of report: 04 August 2023

Background papers: BA appeal and application files

# Planning Committee

18 August 2023

Agenda item number 19

## Decisions made by officers under delegated powers

Report by Senior Planning Officer

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### Summary

This report sets out the delegated decisions made by officers on planning applications from 10 July 2023 to 4 August 2023 and Tree Preservation Orders confirmed within this period.

### Recommendation

To note the report.

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Parish	Application	Site	Applicant	Proposal	Decision
Barton Turf And Irstead Parish Council	BA/2023/0207/HOUSEH	Dykeside Hall Road Barton Turf Norfolk NR12 8AR	Mr Roland Valori	Replace 67m of timber quay-heading	Approve Subject to Conditions
Beccles Town Council	BA/2023/0218/HOUSEH	Tylers Puddingmoor Beccles Suffolk NR34 9PL	Mr Richard Baylis	Replacement of timber doors and windows to aluminium	Approve Subject to Conditions

Parish	Application	Site	Applicant	Proposal	Decision
Belaugh Parish Meeting	BA/2023/0223/HOUSEH	Bure House 9 The Street Belaugh Norwich Norfolk NR12 8XA	Mr Chris Codling	Single storey extension to family room	Approve Subject to Conditions
Coltishall Parish Council	BA/2023/0123/HOUSEH	Sunny Bank 41 Wroxham Road Coltishall Norwich Norfolk NR12 7AF	Mr Jason Waterman	Erection of garage with first-floor office and hard landscaping including gabion baskets (retrospective)	Approve Subject to Conditions
Filby Parish Council	BA/2023/0210/HOUSEH	Loke Cottage Thrigby Road Filby Norfolk NR29 3HJ	Ms Lucy Tebbs	Two storey extension	Approve Subject to Conditions
Filby Parish Council	BA/2023/0227/HOUSEH	Norvic Thrigby Road Filby Norfolk NR29 3HJ	Mrs Christine Russell	Demolition and removal of existing side extensions, currently containing utility area and porch. Erection of new extension for utility room and walk-in shower room.	Approve Subject to Conditions
Filby Parish Council	BA/2023/0211/FUL	Loke Cottage Thrigby Road Filby Norfolk NR29 3HJ	Ms Lucy Tebbs	Demolition of garage and erection of annex on the same footprint	Approve Subject to Conditions

Parish	Application	Site	Applicant	Proposal	Decision
Hickling Parish Council	BA/2023/0155/FUL	Hickling Broad Sailing Club Staithe Road Hickling Norfolk NR12 0YW	Ms Leonie Hughes	Replace timber quayheading and slipway in a change of material and size, pontoon replacement to an accessibility friendly design incorporating piling to allow adequate pontoon anchorage	Approve Subject to Conditions
Horning Parish Council	BA/2023/0209/HOUSEH	Fairport Ropes Hill Horning Norfolk NR12 8PB	Mr Simon Taube	Replace 32m of quay-heading	Approve Subject to Conditions
Horning Parish Council	BA/2023/0259/APPCON	Heronswood Bureside Estate Crabbetts Marsh Horning Norfolk NR12 8JP	Arnie Palmer	Details of Condition 3: materials, large scale joinery, quay-heading and decking of permission BA/2022/0391/FUL	Approve
Horning Parish Council	BA/2023/0220/CLEUD	Harnser Ropes Hill Dyke Horning Norfolk NR12 8JS	Mr David Broad	Lawful Development Certificate for 10 years use of the building and site as a dwellinghouse within Class C3	CLUED Issued

Parish	Application	Site	Applicant	Proposal	Decision
Hoveton Parish Council	BA/2023/0263/HOUSEH	Waters Edge Cottage Meadow Drive Hoveton Norfolk NR12 8UN	Mr Anthony O'Neill	Erection of a garden arbour	Approve Subject to Conditions
Hoveton Parish Council	BA/2023/0240/FUL	Aquarius Meadow Drive Hoveton Norfolk NR12 8UN	Mr Anthony O'Neill	Replacement, like for like, of 38m of quay-heading in timber	Approve Subject to Conditions
Oulton Broad Parish Council	BA/2023/0241/HOUSEH	5 Swonnells Walk Lowestoft Suffolk NR32 3PG	Mr Damian Long	1st Floor extension above existing attached garage	Approve Subject to Conditions
Oulton Broad Parish Council	BA/2023/0205/HOUSEH	The Landings Pegasus Mews Caldecott Road Lowestoft Suffolk NR32 3PH	Mr J Taylor	Rear side extension. Material amendments to fenestration. Rear balcony extension & replacement balustrades.	Approve Subject to Conditions
Oulton Broad Parish Council	BA/2023/0222/FUL	Ivy House Farm Ivy Lane Lowestoft Suffolk NR33 8HY	Neil Sage	Change of use of agricultural land to dog walking field	Approve Subject to Conditions
Reedham Parish Council	BA/2023/0244/HOUSEH	Wherrymans Mill Ferry Road Reedham Norwich Norfolk NR13 3HA	Mr John Reeves	Replace shed with workshop (Revised Siting)	Approve Subject to Conditions

Parish	Application	Site	Applicant	Proposal	Decision
Stalham Town Council	BA/2023/0189/FUL	Poors Staithe, Museum Of The Broads The Staithe Stalham Norfolk NR12 9DA	Mr Piers Warner	Mobile catering unit March to November, 9am to 6pm.	Approve Subject to Conditions
Stokesby With Herringby Parish Council	BA/2023/0245/CU	Land Adjacent To High House 1 Mill Road Stokesby With Herringby Norfolk NR29 3EY	Mr Andrew Youngs	Change of use from garden to a mixed use for gardening, growing of vegetables and plants and wellbeing day visits including standing of a caravan.	Refuse
Surlingham Parish Council	BA/2023/0212/HOUSEH	Heron's Marsh Beerlicks Loke Surlingham Norfolk NR14 7AN	Mr & Mrs G Harris	Improvement works to dwellinghouse, replacement of quay heading and reinstatement of slipway	Approve Subject to Conditions

## Tree Preservation Orders confirmed by officers under delegated powers

Parish	Address	Reference number	Description
N/A	N/A	N/A	N/A

Author: Cheryl Peel

Date of report: 09 August 2023