

Planning Committee

Agenda 13 October 2023

10.00am

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

John Packman, Chief Executive – Friday 06 October 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. To receive declarations of interest
3. **To receive and confirm the minutes of the Planning Committee meeting held on 15 September 2023** (Pages 3-22)
4. To note whether any items have been proposed as matters of urgent business
5. Chairman's announcements and introduction to public speaking
Please note that public speaking is in operation in accordance with the Authority's [Code of Practice for members of the Planning Committee and officers](#).
6. Request to defer applications included in this agenda and/or vary the order of the agenda

Planning and enforcement

7. **Enforcement update** (Pages 23-29)
Report by Head of Planning

Tree Preservation Orders

8. **Tree Preservation Order at Tealby, 78 Lower Street, Horning** (Pages 30-34)
Report by Historic Environment Manager

Policy

9. **Reedham Neighbourhood Plan - agreeing to consult** (Pages 35-36)
Report by Planning Policy Officer
10. **Local Plan - From the Housing and Economic Land Availability Assessment to the Local Plan** (Pages 37-49)
Report by Planning Policy Officer
11. **Local Plan - Preferred Options - Bitesize pieces** (Pages 50-134)
Report by Planning Policy Officer

Matters for information

12. **Appeals to the Secretary of State update** (Pages 135-139)
Report by Senior Planning Officer
13. **Decisions made by Officers under delegated powers** (Pages 140-143)
Report by Senior Planning Officer
14. **To note the date of the next meeting – Friday 10 November 2023 at 10.00am at Yare House, 62-64 Thorpe Road, Norwich**

For further information about this meeting please contact the [Governance team](#)

Planning Committee

Minutes of the meeting held on 15 September 2023

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Present

Harry Blathwayt – in the Chair, Stephen Bolt, Bill Dickson, Tony Grayling, James Harvey, Martyn Hooton, Tim Jickells and Leslie Mogford

In attendance

Natalie Beal – Planning Policy Officer, Jason Brewster – Governance Officer, Kate Knights– Historic Environment Manager, Kayleigh Judson – Heritage Planning Officer, Cheryl Peel – Senior Planning Officer, Cally Smith – Head of Planning and Sara Utting – Senior Governance Officer

Members of the public in attendance who spoke

No members of the public in attendance.

1. Apologies and welcome

The Chair welcomed everyone to the meeting.

Apologies were received from Kevin Maguire, Keith Patience, Vic Thomson and Fran Whymark.

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 18 August 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/enforcement control

The following minutes relate to additional matters of information or detailed matters of policy not already covered in the officer's report, which were given additional attention.

Enforcement – Ludham - Broadgate Bakery, Horsefen Road

Unauthorised bakery

The Head of Planning (HoP) introduced her report seeking authority to serve an Enforcement Notice (EN) requiring the cessation of the unauthorised bakery at Broadgate Bakery, Horsefen Road, Ludham. The HoP provided a detailed presentation, including photographs of the site and various points along Horsefen Road in the direction from Ludham to the site.

The HoP indicated that a part retrospective application for an extension to facilitate an existing bakery on this site had been refused by the Planning Committee on 4 February 2022, with the decision being upheld on appeal by the Planning Inspectorate in July 2023. The Planning Inspectorate had concluded that access was unsuitable and the impact on amenity of neighbouring residents was unacceptable.

The Authority had notified the operator of the appeal decision and allowed them 4 weeks until 21 August 2023 in which to cease operating. The operator had not complied and they had indicated their intention to continue operating until the end of October 2023. The HoP had received anecdotal evidence to suggest that the bakery would resume operation in Spring 2024, although the operator had not confirmed that.

The HoP set out the planning issues making particular reference to the Authority's Enforcement Plan and emphasising the consideration to be given to whether the unauthorised development was capable of being made acceptable and, if unacceptable, the expediency of taking enforcement action.

The HoP provided a reminder of the detailed assessment of the development to convert a dwelling to mixed use (dwelling and a commercial unit) undertaken at the meeting on 4 February 2022 when it was concluded that it was unacceptable as it conflicted with policies that support highway safety (Policy DM23 of the Local Plan for the Broads), protect local amenity (Policy DM21) and that this was an inappropriate location for a commercial activity (Policies DM44 and DM51). This refusal had been supported on appeal and the development could not be made acceptable.

The expediency of taking action was given detailed consideration relating to the harm resulting from the development, the impact of the development, the impacts and costs of

taking action, as well as proportionality and consistency. In considering the harm caused by this breach, in addition to the direct harms regarding highway safety, local amenity and inappropriate location, the HoP indicated the harm to the integrity of the planning system itself was a valid consideration as supported by paragraph 59 of the National Planning Policy Framework (NPPF) that states “Effective enforcement is important to maintain public confidence in the planning system”.

The HoP recommended that an EN was served requiring the cessation of the unauthorised bakery. The HoP indicated that once served, the EN would take 28 days to come into effect which, at the earliest, would be the middle of October. The operator could appeal the EN within the 28 day compliance period which would put the EN in abeyance, meaning the operator could continue to operate pending the outcome of the appeal process. In response to a question the HoP indicated that the appeal process could take weeks to complete although the Local Planning Authority for the Broads would make representations to the Planning Inspectorate, given the previous appeal outcome, in an effort to achieve a more timely response.

If Members were minded to consider the urgency of enforcement action, the HoP indicated that one option would be to serve a Temporary Stop Notice (TSN) which would require the immediate cessation of the unauthorised operation, would be valid for 28 days and there was no right of appeal. The other option would be to serve a Stop Notice (SN) that would take 3 days to come into effect and would persist until it was formally removed. The HoP confirmed that, unlike a TSN, the SN could not be served as a standalone action and would need to be served in conjunction with the EN.

Members indicated their support for new businesses but not if their location failed to comply with planning regulations. Members believed enforcement action was required to protect highway safety and the integrity of the planning system.

Tim Jickells proposed, seconded by Stephen Bolt, and

It was resolved unanimously to authorise the serving of an Enforcement Notice for the cessation of the unauthorised use.

Members were keen to ensure the unauthorised use ceased as soon as possible and to prevent its resumption at a later date. The HoP indicated that the timing of the various actions to facilitate the desired outcome was a nuanced consideration and suggested consulting with the Authority’s Solicitor to agree the most effective means of applying the EN, SN and/or TSN. Members were supportive of a consultation with the Solicitor. A couple of members commented that they were keen for the Planning Committee to demonstrate that it had taken the decision rather than relying on the use of delegated powers. It was proposed to take action to cease the unauthorised use at the earliest opportunity and then delegate authority to the HoP, in consultation with the Authority’s Solicitor, to undertake the most effective means of preventing a resumption of this unauthorised use.

Leslie Mogford proposed, seconded by Martyn Hooton, and

It was resolved unanimously to authorise:

- i. **The serving of a Temporary Stop Notice for the immediate cessation of the unauthorised use and**
- ii. **To delegate authority to the Head of Planning to seek legal advice on the most effective means to prevent the resumption of the unauthorised use and to undertake the identified action(s).**

8. Enforcement update

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

Land at the Beauchamp Arms Public House (Unauthorised static caravans) – The operator was not available for the original Court date and the Hearing at Norwich Crown Court had been adjourned until 22 September 2023.

Land east of Brograve Mill – Following a site visit, the HoP confirmed that compliance work would be undertaken and completed by the end of September ahead of the 9 October 2023 deadline.

9. Halvergate and Tunstall Conservation Area Appraisal

The Historic Environment Manager (HEM) presented the report seeking approval of the Halvergate and Tunstall Conservation Area (CA) appraisal and the addition of a number of buildings, identified during the appraisal, to the Broads Authority's Local List.

This appraisal was part of a wider ongoing review of CAs, as recommended by government guidance, and factored in changes within the area itself and the latest Historic England (HE) guidance since this CA was adopted in 2007. The Halvergate and Tunstall CA lay within Broadland District Council's and the Broads Authority's Executive areas. It had been agreed that the Broads Authority should lead on this re-appraisal, with input from colleagues at Broadland District Council (BDC). As part of the re-appraisal process the existing conservation area boundary had been reviewed and, after consideration, no change to the boundary had been proposed.

The CA appraisal was intended to describe the general character of an area and provide an assessment of its historic interest. The document was intended to help owners, residents, developers, architects, planners and planning inspectors when considering new development to ensure it related well to the established context of the settlement. The CA provided a summary of the architectural interest and built form and included a spatial analysis looking at the spaces between the building, landscape features (such as trees) and important views.

The initial CA appraisal had been taken to public consultation between 14 April and 9 June 2023 and included a well-attended drop-in event at the village hall and resulted in plenty of positive and constructive feedback. The Historic Environment Team had reviewed these

comments and amended the document accordingly and then engaged colleagues at BDC to review the updated version.

The HEM explained that the inclusion of proposals for the management and enhancement of the area was a requirement within an appraisal. This section generated a number of feedback items resulting from a misperception that these proposals were being assigned to property owners thus burdening them with extra responsibilities and potential costs. This section had been updated to indicate that owners were not liable to undertake the works associated with any improvement proposals and this content was intended to help identify/target future funding/project opportunities and to encourage repairs or enhancements.

The HEM provided details of the some of the proposed areas for improvement:

- Stone Cottage, a GII listed building which had suffered fire damage including the loss of its thatched roof a couple of years ago. The owner was working with BDC to repair and restore this structure.
- Red Lion pub, a GII listed building, required a replacement thatched roof and improvements to the surfacing of the car park. The proposals for improving the car park had received mixed feedback responses, however it was deemed an appropriate area for enhancement.
- The railings to the paddock were in parts in poor condition and in need of repair. The inclusion of this area demonstrated the importance of public consultation as people had interpreted the proposal for repair as the wholesale replacement of sections of railing and consequently had voiced their disapproval in the feedback. As a consequence of this feedback this entry had been updated to reflect the need for sensitive repair to this structure.
- The area around the coronation bench needed to be maintained and enhanced. As with the railings this area proved to have sentimental value to a number of respondents. This came to light when it was originally proposed to remove a protective galvanised steel bar located in front of the bench and the feedback indicated that people valued this structure and wanted it to remain, and the entry was amended accordingly.

The HEM indicated that, unlike BDC, the Authority maintained a Local List of buildings that were considered to positively contribute to the character of the Authority's Executive Area but may not qualify for national listing. During the appraisal, several buildings had been identified that were deemed to meet the criteria for Local Listing including a group of outbuildings associated with the Manor House, a K6 telephone kiosk, a barn adjacent to Tunstall Hall that bore a date stamp and plaque relating this barn to the Hall and a couple of World War II structures. These buildings had previously been flagged as important to the CA and as such were included in appendix 2 of the previous appraisal document which listed all buildings considered to positively contribute to the character of the CA. Their inclusion in the Local List was a means in which to formalise their importance to the CA.

The HEM confirmed that a couple of buildings deemed no longer worthy of this form of protection had been removed from the Local List. The feedback for this section of the appraisal and the addition of some buildings to the Local List had attracted negative feedback in much the same way that the Management and Enhancement section had; one person in particular believed that this list imposed too many restrictions and extra financial obligations on owners. This was not the case as evidenced by their inclusion in the previously adopted appraisal and discussions had allayed their concerns. Some feedback had perceived these lists to be a precursor to statutory listing. The HEM confirmed that these buildings were not appropriate for statutory listing and they would fail to meet the associated criteria and this information had been communicated to the respondents.

A member thanked the HEM for bringing this work to the Heritage Asset Review Group meeting on 8 September 2023 and noted the need, raised at that meeting, to protect thatched properties within the Broads that were not protected by listing. The HEM confirmed that research into methods to protect and maintain thatched properties within the Broads was ongoing.

James Harvey proposed, Tony Grayling seconded and

It was resolved unanimously to approve the Halvergate and Tunstall Conservation Area Appraisal and additions to the Local List.

10. Tree Preservation Order - Tealby, 78 Lower Street, Horning

The Historic Environment Manager (HEM) presented the report recommending a site visit in relation to a Tree Preservation Order (TPO) for a Scots Pine at Tealby, 78 Lower Street, Horning. The applicant had submitted an application for Works to Trees in a Conservation Area relating to eight trees on the site within the Horning Conservation Area. The proposed works to seven of the trees had been deemed acceptable but the proposal to remove the Scots Pine was not. A provisional TPO had been served and the HEM indicated that this would need to be confirmed by 25 November 2023.

The applicant had objected to the provisional TPO stating that the tree presented a danger to the neighbouring property and attempting to make it safe without felling it would place an unreasonable burden on the owners. The objection had been received within the 28-day consultation period and as per the Authority's Scheme of powers delegated to the Chief Executive and other officers, paragraph 50 (ii), this matter would need to be determined by the Planning Committee. In preparation for this determination the HEM recommended that Members of the Planning Committee undertake a site visit on 29 September 2023 and that the provisional TPO be presented to the next Planning Committee on 13 October 2023 for consideration.

Members acknowledged the need for site visits under certain circumstances; however given the technical nature of the objection Members did not see the value in this instance. It was proposed not to undertake a site visit prior to the determination of the TPO at the next meeting.

Stephen Bolt proposed, seconded by Bill Dickson, and

It was resolved unanimously to not undertake a site visit before the provisional TPO was considered at the next Planning Committee meeting.

The Committee adjourned at 11.34am and reconvened at 11.38am.

11. Local Plan - Local Development Scheme

The Planning Policy Officer (PPO) presented the report, which sought approval for the Local Development Scheme which was the timeline for producing the Local Plan. The PPO highlighted the proposed changes to the planning system to be discussed at item 14 on the agenda and, to avoid possible delay and rework required to conform to any potential planning system changes, stressed the need to meet the planned June 2025 submission to the Examiner.

Tim Jickells proposed, seconded by Stephen Bolt, and

It was resolved unanimously to endorse and adopt the Local Development Scheme.

12. Housing and Economic Land Availability Assessment

The Planning Policy Officer (PPO) introduced the report detailing the Authority's Housing and Economic Land Availability Assessment (HELAA) which included the results from the 2022 call for sites. This document was not intended to be Local Plan policies but rather to be used as a piece of evidence to inform the Local Plan.

Given recent government announcements and votes within the House of Lords, the PPO confirmed that at this time there had been no confirmed change in government policy regarding Nutrient Neutrality. The HELAA included references to nutrient enrichment and, as per current government policy, it was assumed that this could be mitigated and as such was a consideration not a showstopper. The HELAA may be updated later in the Preferred Options phase of the Local Plan to reflect any finalised changes regarding Nutrient Neutrality.

The PPO proposed to discuss each section of the HELAA in turn providing slides showing a summary of each site, photographs of each site where possible and a summary of the assessment.

Broadland Nurseries, Main Road, Ormesby St Michael - campsite or 25 dwellings

The proposal was to convert part of the existing site into a campsite or 25 dwellings and downsize the nursery business to the western half of the site. An aerial photograph showing the demarcation of the site was presented as well as a map showing the site in the wider location and various photographs of the site. The PPO confirmed that an application for a campsite had been withdrawn by the agent on 20 July 2023. Following the HELAA methodology the proposed residential dwellings rated red on access to services and the impact on landscape and townscape and the conclusion was this site was not suitable for development. The proposed campsite attracted the same red rating for access to services and

was also rated red for tourism accommodation and was deemed not suitable for development.

Members supported the assessment.

Brundall Gardens Marina – Brundall Broad - 10 holiday homes

The proposal was for 10 holiday homes to be placed around the Broad with an access track through wet woodland and the provision of golf buggies to access the homes. A map of the site was shown indicating that the holiday homes would be situated along the western edge of the Broad. The assessment resulted in red ratings for impacts on Biodiversity and Geodiversity (habitat) and Nationally and Locally Significant Landscapes due to the loss of wet woodland and a red rating for the loss of green infrastructure (Open Space) and an amber rating for Flood Risk. The assessment concluded that the site was not deemed suitable for development.

Members supported the assessment.

Brundall Gardens Marina off West Lane, east of main Marina - 12 holiday homes

The proposal was for 12 holiday homes and a potential restaurant on land to the east of the main marina as shown on a site map. The assessment flagged similar red ratings as per the previous proposal, namely Landscape, Biodiversity and Geodiversity and Open Space and as such the site was not deemed suitable for development.

Members supported the assessment.

Station Road, Hoveton – tourist accommodation

This area was currently allocated within the Local Plan for mixed use and, coincidentally, the various parcels of land (as shown on a site map) that constituted the site were now under the same ownership. The owners were not supportive of residential use given the proximity of the site to a busy pub and associated pub garden. The proposal was to replace the existing buildings (photographs presented), which included locally identified heritage assets, with hotel accommodation. The assessment conclusion supported development of this site.

The PPO added that the Authority was supportive of tourism on this site and would seek to encourage a mix of appropriate uses and the re-use of the buildings considered locally identified heritage assets in the associated Local Plan policy.

Members supported the assessment.

Land near Pye's Mill, Loddon - 10 residential dwellings

The proposal was for 10 dwellings on land to the south-east of Pye's Mill. Access would be via a new road from the direction of Loddon Marina to the west across existing fields, part of which was deemed indicative flood zone 3b. Maps of the site and its location relative to Loddon were presented as well as photographs of the site. There was peat in the area and the site would require an associated survey.

The assessment provided red ratings due to the site's greenfield location, the impact on landscape within the existing isolated area, the access to services, habitat loss and

unsuitability of existing road infrastructure and the new road idea would not likely be supported by the Highways Authority. The site was concluded to be not suitable for development.

Members supported the assessment.

Land off Mill Road, Stokesby - 2 self-build dwellings

The proposal was for two self-build dwellings on existing farmland as shown on a site map and via photographs of the site. The PPO indicated that there was a village shop attached to the pub in Stokesby however it was closed in January and part of February 2023. and, failing to receive a response from the shop owners to indicate whether this was part of the normal pattern of business or not, it was therefore considered not to be a key service for the village for the purposes of this assessment.

The assessment provided red ratings for the impacts to the Landscape, Townscape and Open Space and an amber rating for access to local services. The assessment concluded that the site was not deemed suitable for development.

A Member asked whether a proposal for holiday accommodation on this site would escape the need for local services. The PPO indicated that this would alter the assessment criteria with the location assessed against the criteria for tourist accommodation however, as demonstrated by the Broadland Nurseries assessment, access to local services would still be a consideration and it was not clear what the tourist attraction would be that related to tourist accommodation in this area.

The PPO reminded Members that there was an allocation and subsequent planning permission for Land at Tiedam, Stokesby for 4 dwellings. That site was bordered on three sides by dwellings and was on the edge of the Broads and was permitted at a time when there was another village shop. As such, it was considered that the assessment of this new site as not suitable for development was consistent with the existing allocation (Local Plan policy STO1 (Stokesby)).

Members supported the assessment.

Bill Dickson left the meeting at 12pm.

Brundall Gardens Marina – small marina - 2 residential moorings

The proposal was to replace two existing moorings with residential moorings within an existing marina with pedestrian access to Brundall facilitated via the railway bridge and existing road network. The site was marked on an aerial photograph and a map showing the location relative to Brundall and various photographs of the marina were presented.

The assessment concluded that this site was deemed suitable for development although a concern had been raised regarding the access rights to the railway bridge and the roads to the north of the railway, given that they were not classed as public highways.

A Member believed there was a Public Right of Way (PRoW) across the railway bridge associated with a former hotel at Brundall Gardens Marina dating from the Victorian period.

The PPO indicated that she expected this type of evidence to be offered up by the promoter of the site as part of any application, but would nevertheless investigate this PRow.

Members supported the assessment.

Brundall Gardens Marina – large marina - 6 residential moorings

The proposal was to replace six existing moorings with six residential moorings within an existing marina with pedestrian access to Brundall as per the allocation in the current Local Plan. The site was marked on an aerial photograph and a map showing the location relative to Brundall and various photographs of the marina were presented.

The assessment concluded that this site was deemed suitable for development although with the same concern regarding the access rights to the railway as per the previous site.

Members supported the assessment.

Greenway Marine, Chedgrave

This site and the associated 5 residential moorings had been allocated in the existing Local Plan policy CHE1 (Chedgrave). The presentation showed the site marked on Policy Map 5 Chedgrave & Loddon, a map showing the site in relation to Loddon/Chedgrave and their surrounding area and various photographs of Greenway Marine. The Highways Authority had previously raised concerns regarding the access visibility to the site and these concerns had been confirmed to remain.

The assessment concluded that this site was deemed suitable for development subject to the concern of the Highways Authority.

Members supported the assessment.

Hipperson's Boatyard, Gillingham - 5 residential moorings

This site and the associated 5 residential moorings had been allocated in the existing Local Plan Policy BEC2 (Beccles residential moorings). The presentation showed a site map, a map showing the site in relation to the Beccles and Gillingham and various photographs of Hipperson's Boatyard. The location of the site on the western/Gillingham bank of the river Waveney and the proposal was to rename this policy to reflect the Gillingham location.

The assessment concluded that this site was deemed suitable for development.

A Member referenced the historic houseboats moored on the river Waveney at Beccles and asked for clarification on what constituted a residential mooring. The PPO responded that residential moorings were intended for boats capable of navigation and could be lived on. They were not intended for use by buildings on pontoons that were not capable of navigation. The boats must also comply with National Flood Risk Policy and the associated flood related criteria for residential moorings was set out in policy DM37 (New residential moorings).

Members supported the assessment.

Ropes Hill, Horning - 6 residential moorings

This site and the associated 6 residential moorings had been allocated in the existing Local Plan policy HOR9 (Horning Residential Moorings). The presentation showed the site marked on Policy Map 10 (Horning), a map showing the site in relation to Horning and the surrounding area and various photographs of the site.

Four of the proposed residential moorings would be met by replacing existing moorings and two would require further excavation resulting in the removal of peat. The Highways Authority had raised concerns regarding access to the site and, without some form of mitigation, deemed the access inadequate to serve the scale of development proposed. The site's location within Horning meant that any development that resulted in an increase in foul water was prohibited as stated by the Horning Knackers Wood Water Recycling Centre - Joint Position Statement.

A Member believed that boats did not need to utilise flush toilets citing cassette and composting toilets as suitable alternatives and therefore an increase in foul water could be eliminated. The PPO indicated that unfortunately the planning system could not condition the design of boats to mandate non-flush toilets and therefore could not eliminate an increase in foul water at this site.

The assessment concluded that this site was not suitable for development.

Members supported the assessment.

Land next to Loddon Marina – 10 residential moorings

The proposal was for 10 residential moorings situated within a dyke to the east of Loddon Marina. The presentation showed a site map, an aerial photograph of the same with the dyke marked and various photographs of the site. There was no quay heading on the dyke and the dyke would require widening to facilitate the proposed number of residential moorings with a resulting excavation of peat and possible impacts on the established tree along the dyke.

The assessment provided red ratings for the impacts to the Landscape, Townscape and Biodiversity and Geodiversity (Habitat) and an amber rating for Historic Environment given the sites location within a Conservation Area. The assessment concluded that the site was not deemed suitable for development.

Members supported the assessment.

Loddon Marina - 10 residential mooring

This site and the associated 10 residential moorings had been allocated in the existing Local Plan policy LOD1 (Loddon Marina Residential Moorings). The presentation showed the site marked on Policy Map 5 Chedgrave & Loddon, an aerial photograph of Loddon with the marina marked and various photographs of the site.

The assessment concluded that this site was deemed suitable for development.

Members supported the assessment.

Somerleyton Marina - 15 residential moorings

This site and 10 of the 15 proposed residential moorings had been allocated in the existing Local Plan policy SOM1 (Somerleyton Marina Residential Mooring). The presentation showed the site marked on Policy Map 16 Somerleyton, a location map of Somerleyton with the site highlighted and various photographs of the site. The proposal was to replace a further 5 existing moorings with 5 residential moorings totalling 15 residential moorings. There was a train station nearby, the local pub was considering provision of a shop and the site was adjacent to a Development Boundary, as set out in the Waveney (East Suffolk) Local Plan (one of the criteria for assessing a residential mooring).

The assessment concluded that this site was deemed suitable for development.

Members noted the excellent transport links and supported the assessment.

Richardson's Boatyard, Stalham Staithe - 10 residential moorings

This site was referenced as a possible location for residential moorings in the existing Local Plan Policy STA1 (Land at Stalham Staithe). The proposal was to replace 10 existing moorings with 10 residential moorings. The presentation showed a site map, a location map showing the site in relation to Stalham and various photographs of the site.

The assessment concluded that this site was deemed suitable for development.

Members supported the assessment.

Cantley Sugar Beet Factory – extension of area to which policy applies

This proposal was to extend the area covered by the existing Local Plan Policy CAN1 (Cantley Sugar Factory) to include an area of hard standing currently used as a car park. The presentation showed a site map with the extended area marked and various photographs of the extended site.

The assessment concluded that this site was deemed suitable for development (i.e. extension of the CAN1 policy area).

The PPO highlighted the need for the updated policy to consider impacts to the pub and the nearby staithe and encourage the retention of existing vegetation and trees.

Members supported the assessment.

Whitlingham Lane, Trowse – Class E uses

The proposal was to extend the permitted uses for an existing boatyard and former rowing club to include Class E - Commercial businesses and services. The presentation showed a site map, a location map showing the site in the wider context of the western extent of Whitlingham Country Park and various photographs of the site.

The assessment concluded that this site was deemed suitable for development although it was noted that not all commercial businesses and services within the Class E definition would be suitable or appropriate on this site.

Members supported the assessment.

Whitlingham Area – extension to area covered by Policy WHI1

This proposal was to extend the area covered by the existing Local Policy WHI1 (Whitlingham Country Park) to include an area of agricultural land. The presentation showed a site map with the various extended areas delineated to indicate their control by the Whitlingham Charitable Trust or the Crown Point Estate, an inset map showing an enlarged view of the extended areas associated with the Whitlingham Charitable Trust and various photographs of the extended site.

The assessment concluded that this site was deemed suitable for development (i.e. extension of the WHI1 policy area) with guidance that the existing character of the area should not be impacted and that buildings may not be suitable in some areas.

Members supported the assessment.

Utilities Site

This site was not assessed within this version of the HELAA. The PPO intended to use the associated Supplementary Planning Document (SPD) that was being produced and that would be adopted by the Broads Authority, Norwich City Council, South Norfolk Council and Broadland District Council and use that as the evidence required to then allocate this site. This site might be assessed in a future version of the HELAA.

Windfall

These sites are ones that come forward, that are not allocated in the Local Plan. However, in the Broads, windfall was erratic in nature; less than 20 dwellings and even fewer residential moorings in a typical year. Therefore, it was proposed to not include any windfall predictions in the Local Plan. However, any windfall sites permitted since 2021 would be counted towards the overall housing and residential moorings need.

Larger sites with planning permission

There were a number of sites where planning permission had already been granted and in fact development might have commenced on some of them. These sites would not be assessed in the HELAA although they were covered by relevant Local Plan policies as they had not yet been completed.

If Members were minded to support the HELAA then this document would be published on the Authority's website as part of the evidence required to create the Local Plan.

Tim Jickells proposed, Tony Grayling seconded and

It was resolved unanimously to endorse the Housing and Economic Land Availability Assessment as evidence for the Local Plan.

13. Local Plan - Preferred Options (bitesize pieces)

The Planning Policy Officer (PPO) presented the report which detailed five 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.

Broads Economy – DM25, DM26, DM27

Policy DM25 (New employment development) had been updated to reflect the correct current land use classes and include Class E (indicating the prospect of imposing restrictions given the wide definition of this land use class). The PPO had added clarifications to ensure a development was commensurate with the site, promote water efficiency and to consider possible impacts of climate change.

Policy DM26 (Protecting general employment) had been updated in a similar fashion to DM25 with the inclusion of Use Class E (and the possible imposition of similar restrictions as referenced above). A section had been included relating to business diversification; this content had been transferred from Policy DM27 (Business and farm diversification). The PPO explained that DM27 would be updated to deal solely with farm diversification and would be included at the next meeting.

Broads Economy – SP10, SP11 and DM28

Policy SP10 (A prosperous local economy) had been updated to include extra criteria relating to the rural and local economy, reflect correct current use classes and reference to Class E and its associated caveats.

Policy SP11 (Waterside sites) had been updated to include some clarifications and a reference to the provision of high-quality environment and green infrastructure.

In response to a question the PPO indicated that the focus on angling tourism in this policy was appropriate given the proximity of these sites to the water.

Policy DM28 (Development on waterside sites in employment or commercial use, including boatyards) had been updated to include references to the Design Guide, climate change and dark skies.

Main Road Network

Policies SSROADS and DM23 and SP8 (included in the following Transport section) had been produced in conjunction with the Highways Authorities associated with Norfolk and Suffolk County Councils.

Policy SSROADS (Main road network) had been tidied up. The need for a transport assessment had been removed from this policy as this requirement was considered more appropriate within those Development Management policies where possible increases in traffic on the road network was a consideration.

Transport section

Policy SP8 had been renamed Accessibility and Transport and updated to include consideration for sustainable forms of transport and promote accessibility for all users.

Policy SP9 (Recreational access around the Broads) had been updated to include canoe launch pontoons.

A Member questioned the naming of SP9 and believed that the reference to “Broads” in this context could be interpreted as relating solely to the Broads as bodies of water rather than

the Broads as an area. It was agreed to update the name of this policy to include a reference to the “...Broads area”.

Policy DM23 (Transport, highways and access) had been updated to include a reference to a transport assessment, to promote modes of transport other than cars, to promote active travel and to consider the benefits to the wider community.

Potter Heigham

Policy POT2 (Waterside plots) had been tidied up and a reference to the Design Guide added in the context of proposals to replace chalets.

Policy POT3 (Green Bank Zones) had been updated to ensure the associated policy maps accurately reflected the locations. The corrections reflected the accurate mapping to the physical boundaries of these areas, corrections to ensure areas were attributed to the correct POT2/POT3 classification and the inclusion of areas previously not classified.

A Member asked whether there was a discrete classification for the boatyard at Maycraft, located downstream of Potter Heigham bridge on the northern bank of the river. The PPO was unfamiliar with this site and would investigate and provide an update accordingly.

A Member indicated that the meaning of “snapping correction” stated on the policy maps key was unclear and wondered whether this could be expressed in a non-technical fashion before publication.

It was also noted that these policies included locations on the south of the river and therefore related to Repps with Bastwick and the PPO agreed to update the policy names accordingly.

Members’ comments were noted.

14. Changes to the Planning System for Local Plans - Government Consultation

The Planning Policy Officer (PPO) introduced the report that detailed the Authority’s response to a government consultation on proposed wide-ranging changes to the planning system for Local Plans for inclusion in the Levelling Up and Regeneration Bill (LURB). The report considered the various proposals and provided the detailed responses to the consultation questions as set out in Appendix 1 of the report.

The PPO had attended a workshop where she had been able to raise the comments relating to the failure to include the Broads when referencing National Parks and the cost of software packages associated with the proposed digitisation of the Local Plan process (the inference on the latter point was that the Department for Levelling Up, Housing and Communities would provide the relevant products with no extra costs imposed on Local Planning Authorities).

The proposal was to define national Development Management (DM) policies that would underpin the Local Plan thereby streamlining the process. The PPO was sceptical that the implied “one size fits all” DM policies were achievable, and more information was required to better understand the practicality and efficacy of these national DM policies.

The proposed 30-month end-to-end timeframe seemed unrealistic based on the PPO's recent experience where the last examination alone took 18 months to complete instead of the proposed 6 months under this new system. Similarly, the proposed Local Plan adoption within a month was unrealistic given that Broads Authority meetings were scheduled 6 times a year.

Members agreed that the proposed timescales were unrealistic and highlighted that they were not always under the control of the Authority.

Stephen Bolt proposed, Tony Grayling seconded and

It was resolved unanimously to endorse the nature of the proposed response to the consultation on implementation of plan-making reforms (Levelling-up and Regeneration Bill).

15. Department of Levelling Up, Houses and Communities - Consultation on proposed changes to permitted development rights

The Head of Planning (HoP) introduced the report that detailed the Authority's response to a consultation issued by the Department of Levelling Up, Housing and Communities (DLUHC) on proposed changes to permitted development rights for additional flexibilities to support housing delivery, the agricultural sector, businesses, high streets and open prisons. The HoP provided a presentation of the report by summarising the proposed permitted development right changes and the Authority's proposed response for each discrete category of permitted development rights covered by the consultation.

Class E (commercial, business and services) to dwellinghouses

This proposal would extend this permitted development right (to convert Class E premises) to dwellings to include the Broads and National Parks, and make other changes.

The HoP believed that the impact of these proposals could be significant within the Broads and could result in the widespread loss of commercial, community and visitor facilities, thereby undermining rural communities. The current planning system did not prohibit this change of use, but required a planning application so a justification needed to be made and impacts considered.

There was no justification offered in the consultation for the proposed extension to permitted development rights and it was recommended to strongly object to this proposal.

Class Q (agricultural buildings) to dwellinghouses – part 1

This proposal would extend this permitted development right (to convert agricultural buildings to dwellings) to include the Broads and National Parks, as well as make other changes.

Stephen Bolt left the meeting at 1pm.

The HoP believed this proposed change would undermine the plan-led system, locate housing in remote rural locations which did not meet sustainability requirements and have impacts on the landscape and the character of the countryside.

It was recommended to strongly object to this proposal.

Martyn Hooton left the meeting at 1:03pm.

Class Q (agricultural buildings) to dwellinghouses – part 2

This proposal would extend this permitted development right to include other rural buildings and extend it to the Broads and National Parks .

The HoP explained that this proposed extension to Class Q would grant permitted development rights to a wide range of buildings in the countryside, including part-agricultural, past agricultural, forestry, equestrian, telecoms and pumping station buildings.

This would have similar impacts as the previous Class Q proposal and, for the same reasons, it was recommended to strongly object to the proposal.

Class R (agricultural buildings) to flexible commercial use

This proposal would extend permitted development rights to include other rural use buildings, extend the range of flexible commercial uses to include outdoor sport and recreation (Class F2) and general industrial (Class B2), would be applicable within the Broads and National Parks and make them subject to a Prior Approval process when change of use relates to an area over 150m².

As per the previous Class Q proposals this would undermine plan-led system, conflicted with sustainability principles and would impact on landscape and character of countryside. It was recommended to strongly object to the proposal.

Part 6 - agricultural development

This proposal would extend existing permitted development rights to increase the size of new agricultural buildings by 25% - 50%.

The HoP explained that the potential increase in the size of agricultural buildings would have an impact on the landscape and character of the countryside and it was recommended to object to this proposal.

There were a number of other changes proposed in the consultation (and detailed in the report) that were not likely to affect the Broads area and it was recommended not to object to them.

The HoP summarised that these proposed changes to permitted development rights where applicable to the Broads area would not be supported for the following reasons:

- Impact on the fundamental principles of the planning system
- Undermined Local Plan policies that had been produced in accordance with national planning policy and been agreed via public consultation

- Excluded local communities from decisions relating to their local area
- Avoided proper consideration of the impacts of these developments
- Eroded the distinction between protected and non-protected landscapes
- Impact on the protected landscape

Members agreed with the judgements made on these proposals and were taken aback at their pernicious impact on the planning system and the wider implications not just within the Broads.

Tim Jickells proposed, Tony Grayling seconded and

It was resolved unanimously to endorse the proposed response to the consultation on additional flexibilities to support housing delivery, the agricultural sector, businesses, high streets and open prisons issued by the Department of Levelling Up, Housing & Communities.

16. Consultation responses

The Planning Policy Officer (PPO) introduced the report, which documented the response to a consultation on the Great Yarmouth Borough Council Design Guide Supplementary Planning Document (SPD) prepared by Great Yarmouth Borough Council.

The PPO had provided feedback recommending the consideration of light pollution and dark skies when considering lighting. The SPD made reference to “detering birds” and the PPO had suggested promoting wildlife where possible. The document also referenced out of town retail and commercial units and the PPO had queried this with respect to the Local Plan and the National Planning Policy Framework.

James Harvey proposed, Tim Jickells seconded and

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

Tony Grayling left the meeting at 1:14pm.

17. Circular 28/83 Publication by Local Authorities of information about the handling of planning applications – Q2 (1 April to 30 June 2023)

The Senior Planning Officer (SPO) introduced the report, which provided the development control statistics for the quarter ending 30 June 2023. The SPO highlighted that all major and minor applications had been completed within statutory timescales or within an agreed extension of time as shown in table 2 (of the report) and exceeded the national performance indicators as shown in table 3 (of the report). The SPO concluded that the figures were good and were consistent with past performance.

The report was noted.

18. Appeals to the Secretary of State

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

19. Decisions made by officers under delegated powers

The Committee received a schedule of decisions made by officers under delegated powers from 07 August 2023 to 04 September 2023 and three Tree Preservation Orders confirmed within this period.

20. Date of next meeting

The next meeting of the Planning Committee would be on Friday 13 October 2023 10.00am at Yare House, 62-64 Thorpe Road, Norwich.

The meeting ended at 1:16pm.

Signed by

Chair

DRAFT

Planning Committee

13 October 2023

Agenda item number 7

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"> • Authority given to serve an Enforcement Notice requiring the removal of unauthorised static caravans on land at the Beauchamp Arms Public House should there be a breach of planning control and it be necessary, reasonable and expedient to do so. • Site being monitored. October 2018 to February 2019. • Planning Contravention Notices served 1 March 2019. • Site being monitored 14 August 2019. • Further caravan on-site 16 September 2019.

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

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

Committee date	Location	Infringement	Action taken and current situation
			<ul style="list-style-type: none"> • Hearing at Norwich Crown Court adjourned to 22 September 2023. 1 September 2023. • Hearing at Norwich Crown Court adjourned to 22 December 2023. 26 September 2023.
8 November 2019	Blackgate Farm, High Mill Road, Cobholm	Unauthorised operational development – surfacing of site, installation of services and standing and use of 5 static caravan units for residential use for purposes of a private travellers’ site.	<ul style="list-style-type: none"> • Delegated Authority to Head of Planning to serve an Enforcement Notice, following liaison with the landowner at Blackgate Farm, to explain the situation and action. • Correspondence with solicitor on behalf of landowner 20 Nov. 2019. • Correspondence with planning agent 3 December 2019. • Enforcement Notice served 16 December 2019, taking effect on 27 January 2020 and compliance dates from 27 July 2020. • Appeal against Enforcement Notice submitted 26 January 2020 with a request for a Hearing. Awaiting start date for the appeal. 3 July 2020. • Appeal start date 17 August 2020. • Hearing scheduled 9 February 2021. • Hearing cancelled. Rescheduled to 20 July 2021. • Hearing completed 20 July and Inspector’s decision awaited. • Appeal dismissed with minor variations to Enforcement Notice. Deadline for cessation of caravan use of 12 February 2022 and 12 August 2022 for non-traveller and traveller units respectively, plus 12 October 2022 to clear site of units and hardstanding. 12 Aug 21 • Retrospective application submitted on 6 December 2021. • Application turned away. 16 December 2021

Committee date	Location	Infringement	Action taken and current situation
			<ul style="list-style-type: none"> • 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. • Further retrospective application submitted and turned away. 17 March 2022 • Further information on occupation requested. 11 April 2022 • No further information received. 13 May 2022 • Site to be checked. 6 June 2022 • 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. • Further site visited required to confirm situation. 7 September 2022 • 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. • Offer provisionally accepted on 17 October. Site to be checked after 1 November 2022. • 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 • One caravan remaining. Written to landowner's agent. 17 April 2023 • Gypsy and Traveller Accommodation Needs Assessment commissioned. June 2023
8 January 2021	Land east of Brograve Mill,	Unauthorised excavation of scrape	<ul style="list-style-type: none"> • Authority given for the service of Enforcement Notices. • Enforcement Notice served 29 January 2021.

Committee date	Location	Infringement	Action taken and current situation
	Coast Road, Waxham		<ul style="list-style-type: none"> • Appeal against Enforcement Notice received 18 February 2021. • Documents submitted and Inspector's decision awaited. September 2021 • PINS contacted; advised no Inspector allocated yet. 20 October 2022. • Appeal dismissed 9 January 2023 and Enforcement Notice varied. Compliance required by 9 October 2023. 20 January 2023. • Site visit to be undertaken. 1 September 2023 • Works completed. 5 October 2023
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"> • Authority given by Chair and Vice Chair for service of Temporary Stop Notice requiring cessation of construction 13 May 2022 • Temporary Stop Notice served 13 May 2022. • Enforcement Notice and Stop Notice regarding workshop served 1 June 2022 • Enforcement Notice regarding kerbing and lighting served 1 June 2022 • Appeals submitted against both Enforcement Notices. 12 July 2022
21 September 2022	Land at Loddon Marina, Bridge Street, Loddon	Unauthorised static caravans	<ul style="list-style-type: none"> • Authority given to serve an Enforcement Notice requiring the cessation of the use and the removal of unauthorised static caravans. • Enforcement Notice served. 4 October 2022. • Enforcement Notice withdrawn on 19 October due to minor error; corrected Enforcement Notice re-served 20 October 2022. • Appeals submitted against Enforcement Notice. 24 November 2022
9 December 2022	Land at the Beauchamp Arms Public House,	Unauthorised static caravan (Unit Z)	<ul style="list-style-type: none"> • Planning Contravention Notice to clarify occupation served 25 Nov 2022.

Committee date	Location	Infringement	Action taken and current situation
	Ferry Road, Carleton St Peter		<ul style="list-style-type: none"> • Authority given to serve an Enforcement Notice requiring the cessation of the use and the removal of unauthorised static caravan • Enforcement Notice served 11 January 2023. 20 January 2023. • Appeal submitted against Enforcement Notice. 16 February 2023.
31 March 2023	Land at the Berney Arms, Reedham	Unauthorised residential use of caravans and outbuilding	<ul style="list-style-type: none"> • Authority given to serve an Enforcement Notice requiring the cessation of the use and the removal of the caravans • Enforcement Notice served 12 April 2023 • Enforcement Notice withdrawn on 26 April 2023 due to error in service. Enforcement Notice re-served 26 April 2023. 12 May 2023 • Appeal submitted against Enforcement Notice. 25 May 2023
15 September 2023	Broadgate Bakery, Horsefen Road, Ludham	Unauthorised bakery with retail sales	<ul style="list-style-type: none"> • Authority given to serve a Temporary Stop Notice and Enforcement Notice requiring the cessation of the use, and for legal advice to be sought regarding further actions • Enforcement Notice served on 21 September 2023, with compliance date of 20 October 2023 • Temporary Stop Notice served on 21 September 2023, requiring immediate cessation • Stop Notice served on 21 September 2023, with date of effect of 25 September.

Author: Cally Smith

Date of report: 05 October 2023

Background papers: Enforcement files

Planning Committee

13 October 2023

Agenda item number 8

Tree Preservation Order at Tealby, 78 Lower Street, Horning

Report by Historic Environment Manager

Summary

A Provisional Tree Preservation Order (TPO) has been served on a tree at Tealby, 78 Lower Street, Horning. A single objection to the TPO was received.

Members will consider whether to confirm the TPO.

Recommendation

That the TPO is confirmed.

1. Background

- 1.1. As part of its obligation as a Local Planning Authority (LPA), the Broads Authority is required to serve Tree Preservation Orders (TPOs) on trees which are considered to be of amenity value and which are under threat. There are criteria set out in The Town and Country (Tree Preservation) (England) Regulations) 2012 against which a tree must be assessed in order to determine whether it meets the threshold for protection.
- 1.2. This report explains how this process has been carried out in respect of a Scots Pine at Tealby, Lower Street, Horning (BA/2023/0011/TPO).

2. Tree Preservation Order procedure

- 2.1. There are two prerequisites which must be met for a tree to be considered for protection through a TPO. Firstly, the tree must be of amenity value, and secondly it must be under threat. There are many trees in the Broads (and elsewhere) which are of sufficient amenity value to qualify for TPO status, but which are not protected as they are not under threat. The TPO process is not a designation like, for example, a Conservation Area which is made following an assessment of particular character but is effectively a response to a set of circumstances.
- 2.2. Typically, the consideration of a tree for a TPO designation will arise in connection with either a Section 211 notification, notifying the authority of proposed works to trees within a Conservation Area, or a development proposal either through a formal

planning application or a pre-planning application discussion. At a site visit or when looking at photos or other visual representation, a case officer may see there is a tree on the site which is potentially of amenity value and under threat from the proposed development. The case officer will consult the Authority's arboricultural consultant, who may need to investigate further and, if so, will visit the site and make an assessment of the tree under the 2012 Regulations. If the tree is considered to meet the criteria in the Regulations, then a provisional TPO will be served.

- 2.3. After a provisional TPO has been served there is a consultation period, which gives the opportunity for the landowner and other interested parties to comment on it.
- 2.4. The Regulations require that a provisional TPO must be formally confirmed by the LPA within 6 months of it being served; if it is not confirmed then it will lapse automatically.
- 2.5. The Authority's scheme of delegation allows provisional TPOs to be served and for non-controversial TPOs (i.e. where no objections have been received) to be confirmed by officers under delegated powers.
- 2.6. Where an objection has been received as part of the consultation process, a report is taken to Planning Committee for Members to decide whether they consider a site visit is required in order to view the tree prior to making a decision on the confirmation.

3. The provisional Tree Preservation Order at Tealby, 78 Lower Street, Horning

- 3.1. Tealby is a residential property to the west of Lower Street, Horning. It is located on a small island with bridged access containing a small number of residential properties, with the River Bure immediately to the west and an inlet to the east. It is within the Horning Conservation Area. The tree under consideration is situated to the south-east of the site.
- 3.2. The subject tree is an early-mature / mature Scots pine. The tree has high amenity value and contributes to the visual amenity of the site and surrounding landscape. It is considered to have good growth potential and to be in good condition, with some small areas of dead wood that could be dealt with through appropriate works.
- 3.3. A Section 211 notification (application for Tree Works BA/2023/0177/TCAA) was submitted by the owners. The proposal was to carry out various works to 8 trees on the site, including the removal of the Scots Pine. The LPA consented in part to the works, with all the proposed works being approved apart from the removal of the Scots Pine, which was refused.
- 3.4. On 25 May 2023 a provisional TPO was served on the tree.
- 3.5. On 8 June 2023 an email objecting to the TPO was received from the applicant. The grounds of the objection are that the tree presents a danger to the neighbouring

property and attempting to make it safe without felling would place an unreasonable burden on the applicant.

- 3.6. On the 15 June 2023 the Authority’s arboricultural consultant met with the applicant’s tree surgeon to discuss what works to the tree would be acceptable. These included the removal of the second lowest limb and the reduction in length of the lowest limb by three metres, as well as the removal of the deadwood. This will reduce any pressure on the root system and the arboricultural consultant considered this to be a reasonable approach.
- 3.7. A Section 211 notification (application for Tree Works BA/2023/0365/TPOA) for these works was received by the Authority on 20 September. The Authority’s arboricultural consultant has advised that he has no objection to the proposed works so the application is likely to be approved.
- 3.8. The applicant, however, has advised that he still has a fundamental concern regarding the safety of the tree and would like to see it removed. The TPO is therefore still considered appropriate despite the works that are likely to be approved to it as it remains under threat.
- 3.9. The Tree Preservation Order will lapse if it is not confirmed by 25 November 2023.
- 3.10. At the Planning Committee meeting on 15 September 2023, Members decided that a site visit was not necessary.

4. Next steps

- 4.1. The provisional TPO is reported to Planning Committee for its consideration.
- 4.2. The Authority’s arboricultural consultant considers that the tree detailed in this report is worthy of a TPO due to its amenity value and growth potential, as explained at 3.2 above. An objection has, however, been received from the applicant and the following Statement of Case sets out those objections formally, along with the response from the arboricultural consultant.

No.	Representation	Response
1.	The objector is particularly concerned that, given the low lying and wet nature of the ground, the root system may be essentially flat and the tree may not be stable. Our primary concern is for safety, and we have therefore asked our tree surgeon to review the condition of the	Having inspected the tree again following the most recent email from the owner, it is clear that the tree has grown with the lean, likely in response to an adjacent tree that has subsequently been removed. The morphology of the tree confirms this. Given this the tree will have adapted its root growth to accommodate the lean. I am still of the opinion that the

No.	Representation	Response
	tree and advise further on what works may be required.	tree is not an immediate risk to persons and property in the immediate vicinity and feel that it is appropriate to confirm the order.
2.	The tree presents a danger to the neighbouring property, and attempting to make it safe without felling it would place an unreasonable burden on ourselves.	As stated above, the morphology of the tree indicates that it has grown with the lean and there are no signs of active movement or progressive leaning of the tree. Given this I believe the tree is not an immediate risk to persons and property in the immediate vicinity.

4.3. Members should consider this Statement of Case when considering whether to confirm the TPO.

5. Conclusion

5.1. It is recommended that the provisional Tree Preservation Order at Tealby, 78 Lower Street, Horning is confirmed.

Author: Kate Knights

Date of report: 27 September 2023

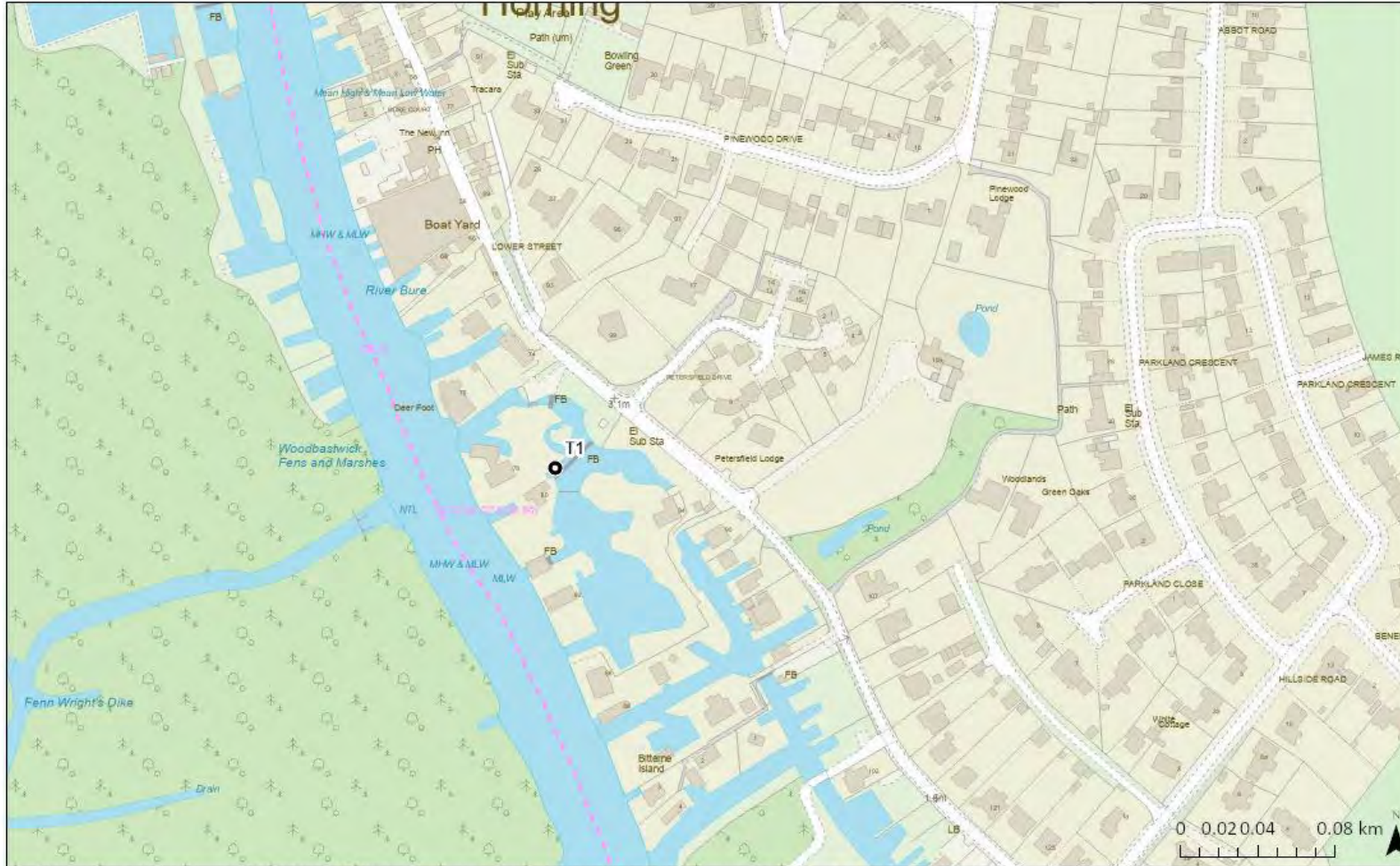
Background papers: TPO (BA/2023/0011/TPO) file and Tree works application file (BA/2023/0177/TCAA)

Appendix 1 – Location map

Appendix 1 – Location map

BA/2023/0011/TPO

Scale: 1:2,500



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Planning Committee

13 October 2023

Agenda item number 9

Reedham Neighbourhood Plan- agreeing to consult

Report by Planning Policy Officer

Summary

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

Recommendation

To endorse the Reedham Neighbourhood Plan Reg16 version for consultation.

1. Introduction

- 1.1. The Reedham Neighbourhood Plan is ready for consultation. The Plan says: ‘Reedham Neighbourhood Plan will be a document that sets out planning policies for the Parish and these will be used, alongside the Local Plans, to decide whether planning applications are approved or not. It is a community document, that is written by local people who know and love the area.’.
- 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.

2. Consultation process

- 2.1. Broadland 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 Broadland 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: 26 September 2023

The following appendices are available to view on [Planning Committee - 13 October 2023 \(broads-authority.gov.uk\)](https://broads-authority.gov.uk)

Appendix 1 – Reedham Neighbourhood Plan

Appendix 2 – Reedham Design Guidance and Codes

Appendix 3 – Consultation Statement

Appendix 4 – Non-Designated Heritage Assets Assessment

Appendix 5 – Evidence Base

Appendix 6 – Important Viewpoints Assessment

Appendix 7 – SEA and HRA Screening Report

Appendix 8 – Statement of Basic Conditions

Appendix 9 – Local Green Space Assessment

Appendix 10 – Reedham Housing Needs Assessment

Planning Committee

13 October 2023

Agenda item number 10

Local Plan- From Housing and Economic Land Availability Assessment to Local Plan

Report by Planning Policy Officer

Summary

This document explains if the sites assessed in the Housing and Economic Land Availability Assessment (HELAA) will be taken forward into the Local Plan. It also includes a housing and residential moorings trajectory, and a sustainability appraisal of sites not taken forward to the Local Plan.

Recommendation

Members' comments are welcomed. It is recommended that Members endorse the document as evidence for the Local Plan.

1. Introduction

- 1.1. Sites were assessed in the [Housing and Economic Land Availability Assessment](#) (HELAA), which was considered at the Planning Committee in September. This assessed if sites were suitable for development or not.
- 1.2. The 'From HELAA to Local Plan' document explains if sites assessed in the HELAA will be taken forward into the Local Plan. It also includes a trajectory for housing and residential moorings. Finally, the sites not taken forward in the Local Plan have been appraised against Sustainability Appraisal objectives.

2. Conclusion

- 2.1. The 'From HELAA to Local Plan' document will form part of the evidence base for the Local Plan.
- 2.2. Members are asked to endorse the document.

Author: Natalie Beal

Date of report: 27 September 2023

Appendix 1 – From Housing and Economic Land Availability Assessment to Local Plan



Broads Authority

From the Housing and Economic Land Availability
Assessment to the Local Plan.

October 2023

DRAFT

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1. Introduction

1.1. About this document

The purpose of this document is to log how each site assessed in the [HELAA](#) has been considered in terms of its inclusion as an allocation in the Local Plan or not. This document also discusses how the residential moorings and residential dwellings need will be met. It also includes a housing and residential moorings trajectory (in table form).

2. Broadland Nurseries, Main Road, Ormesby St Michael - Campsite or 25 dwellings

- The site was deemed not suitable for 25 dwellings.
- This is because of lack of services and facilities within a walking distance from the site as well as landscape and townscape impacts.
- **The site will not be allocated for 25 dwellings.**

- The sites was deemed not suitable as a campsite.
- This is because of the location – not meeting tourism development location policies.
- **The site will not be allocated for a campsite.**

3. Brundall Gardens Marina – Brundall Broad - 10 holiday homes.

- The site was deemed not suitable for 10 holiday homes.
- This is because of the loss of wet woodland and green infrastructure and also impact on landscape.
- **The site will not be allocated for 10 holiday homes.**

4. Brundall Gardens Marina off West Lane, east of main Marina - 12 holiday homes

- The site was deemed not suitable for 12 holiday homes.
- This is because of the loss of wet woodland and green infrastructure and also impact on landscape.
- **The site will not be allocated for 12 holiday homes.**

5. Greenway Marine, Chedgrave – 5 residential moorings

- The site was deemed suitable for 5 residential moorings.
- **The site will be allocated for 5 residential moorings.**

6. Station Road, Hoveton – tourist accommodation

- The site was deemed suitable for redevelopment.
- But a more mixed use might benefit the wider area better.

- **The site will be allocated for mixed uses.**

7. Land near Pyes Mill, Loddon - 10 residential dwellings

- The site was deemed not suitable for 10 residential dwellings.
- This is because of concerns about the access to the site, the link road idea not being supported, lack of key services and facilities within walking distance, impact on landscape character and the conservation area as well as loss of green infrastructure.
- **The site will not be allocated for 10 residential dwellings.**

8. Land off Mill Road, Stokesby - 2 self-build dwellings

- The site was deemed not suitable for 2 self-build dwellings.
- This is because of lack of key services and facilities within walking distance, impact on landscape character as well as loss of green infrastructure.
- **The site will not be allocated for 2 self-build dwellings.**

9. Brundall Gardens Marina – small marina - 2 residential moorings

- The site was deemed suitable for 2 residential moorings.
- The comments from Norfolk County Council regarding legal access over the bridge and into Brundall are noted. The policy will need to address this.
- **The site will be allocated for 2 residential moorings.**

10. Brundall Gardens Marina – large marina - 6 residential moorings

- The site was deemed suitable for 6 residential moorings.
- The comments from Norfolk County Council regarding legal access over the bridge and into Brundall are noted. The policy will need to address this.
- **The site will be allocated for 6 residential moorings.**

11. Hipperson's Boatyard, Gillingham - 5 residential moorings

- The site was deemed suitable for 5 residential moorings.
- **The site will be allocated for 5 residential moorings.**

12. Ropes Hill, Horning - 6 residential moorings

- The site was deemed not suitable for 6 residential moorings.
- There was potential for 4 residential moorings as they would be able to be put in place without the need to excavate peat.
- In terms of the Highways Authority comments, any policy could require any application to meet the requirements.
- The main reason for not allocating is the capacity issues at Horning Water Recycling Centre.
- **The site will not be allocated for 6 residential moorings.**

13. Land next to Loddon Marina – 10 residential moorings

- The site was deemed not suitable for 10 residential moorings.
- This is because of the landscape, natural environment and peat concerns.
- **The site will not be allocated for 10 residential moorings.**

14. Loddon Marina - 10 residential mooring

- The site was deemed suitable for 10 residential moorings.
- **The site will be allocated for 10 residential moorings.**

15. Somerleyton Marina - 15 residential moorings

- The site was deemed suitable for 15 residential moorings.
- **The site will be allocated for 15 residential moorings.**

16. Richardson's Boatyard, Stalham Staithe - 10 residential moorings

- The site was deemed suitable for 10 residential moorings.
- **The site will be allocated for 10 residential moorings.**

17. Cantley Sugar Beet Factory – extension of area policy applies to

- The site was deemed suitable as an extension of the area the policy applies to, with some criteria added to the policy.
- **The site will become part of CAN1.**

18. Whitlingham Lane, Trowse – Class E uses

- The site was deemed suitable for development.
- But the assessment raised concerns about the variety of land uses classed as Class E uses, the NPPF and South Norfolk Local Plan retail policies.
- **The site will be allocated for redevelopment.**

19. Whitlingham Area – extension to area covered by policy WHI1

- The site as deemed suitable as an extension of the area the policy applies to, with some criteria added to the policy.
- **The site will become part of WHI1.**

20. Utilities Site

- The site was not assessed in the current HELAA. This is because a SPD for the East Norwich Regeneration Scheme was being produced and the site is part of that scheme. Finer details regarding what will go on this part of the wider scheme will be included in that SPD.
- **The site will be allocated for 271 residential dwellings.**

21. Total number of residential dwellings

The following table shows the sites that are intended to be allocated for residential dwellings. It shows a total of 271 residential dwellings would be allocated. The need to be addressed in the Local Plan is 358 dwellings. Please note that permissions granted since April 2021 will count towards the need (21/22 period, 21 dwellings and 22/23 period, 3 dwellings - totalling 24 dwellings). It is likely that the Authority will need to undertake another call for sites as part of the Preferred Options consultation, as well as liaise with our District Councils, under the Duty to Cooperate, regarding any unmet need.

Site	Number of residential dwellings
Utilities Site	271

22. Total number of residential moorings

The following table shows the sites that are intended to be allocated for residential moorings. It shows a total of 53 residential moorings would be allocated. The need to be addressed in the Local Plan is 48 residential moorings.

Site	Number of residential moorings
Brundall Gardens Marina – small marina	2
Brundall Gardens Marina – large marina	6
Greenway Marine, Chedgrave	5
Hipperson’s Boatyard, Gillingham	5
Loddon Marina	10
Somerleyton Marina	15
Richardson’s Boatyard, Stalham Staithe	10
Total:	53

23. Housing Trajectory

Please note that STO1, THU1 and OUL2 already have planning permission and were not assessed in the HELAA but will still be included in the Local Plan until they are built out. This table sets out the estimated trajectory for the sites that are to be included in the Local Plan. Please also note that the trajectory for the Utilities Site is estimated and the final trajectory will reflect the SPD that is being produced.

	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041
Utilities Site													50	50	50	50	50	21
STO1	2	2																
THU1			16															
OUL2				15	15	15	15	16										
Total	2	2	16	15	15	15	15	16					50	50	50	50	50	21

24. Residential moorings trajectory

	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041
Brundall Gardens Marina – small marina				2														
Brundall Gardens Marina – large marina				8														
Greenway Marine, Chedgrave				5														
Hipperson's Boatyard, Gillingham							5											
Loddon Marina				10														
Somerleyton Marina									15									
Richardson's Boatyard, Stalham Staithe									10									
Total				23			5		25									

25. Sustainability Appraisals of sites

The following tables set out the sustainability appraisals of the sites **not taken** forward in the Local Plan.

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 sites not being taken forward to the Local Plan

	Broadland Nurseries, Main Road, Ormesby St Michael - Campsite	Broadland Nurseries, Main Road, Ormesby St Michael - 25 dwellings	Brundall Gardens Marina – Brundall Broad - 10 holiday homes.	Brundall Gardens Marina off West Lane, east of main Marina - 12 holiday homes	Land near Pyes Mill, Loddon - 10 residential dwellings	Land off Mill Road, Stokesby - 2 self-build dwellings	Ropes Hill, Horning - 6 residential moorings	Land next to Loddon Marina – 10 residential moorings
ENV1	Specific access requirements or improvements will be finalised as part of any planning application.	Specific access requirements or improvements will be finalised as part of any planning application.	? Cumulatively, with other allocations in this area, could need highways work where meets public highway.	? Cumulatively, with other allocations in this area, could need highways work where meets public highway.	- Current road not deemed suitable and link road idea not likely to be supported by Highways Authority.	? There could be implications in terms of overhead power and BT apparatus, that may require relocation/diversion to facilitate safe and suitable access (and/or requirement of utility companies).	? Concerns from Highways about likely reversing movement onto public highway. Could be mitigated, but may be costly to do so.	Specific access requirements or improvements will be finalised as part of any planning application
ENV2			Nutrient Neutrality a consideration at time of write.	Nutrient Neutrality a consideration at time of write.			- Capacity constraints at Water Recycling Centre.	
ENV3	Ecological appraisal would need to be carried out.	Ecological appraisal would need to be carried out.	- Would involve removal of wet woodland.	- Would involve removal of wet woodland.	? Ecological appraisal would need to be carried out	Ecological appraisal would need to be carried out.	- 4 residential moorings: Ecological appraisal would need to be carried out. - 6 residential moorings: Ecological appraisal would need to be carried out. Peat would be excavated.	- Dyke would be widened by removing peat.
ENV4		- Would impact on the character of the area.	- Would impact on the character of the area.	- Would impact on the character of the area.	- Would impact on the character of the area.	- Would impact on the character of the area.		- Would impact on the character of the area (widening of dyke and quay heading).
ENV5								
ENV6	? Indicative flood zone 3b – but could be that the campsite is in areas of the site of less risk of flooding.	? Indicative flood zone 3b – but could be that the housing is in areas of the site of less risk of flooding.	- Indicative flood zone 3b, but likely to flood as the land is wet woodland.	- Indicative flood zone 3b, but likely to flood as the land is wet woodland.	? Western part of site is indicative flood zone 3b - but could be that the housing is in areas of the site of less risk of flooding.	? Indicative flood zone 3b – but could be that the housing is in areas of the site of less risk of flooding.	In body of water, but these are residential moorings.	In body of water, but these are residential moorings.
ENV7	+ Brownfield land	+ Brownfield land	- Greenfield land	- Greenfield land	- Greenfield land	- Greenfield land	+ If 4 residential moorings - would use moorings in place so +.	- Greenfield land lost through widening of dyke.

	Broadland Nurseries, Main Road, Ormesby St Michael - Campsite	Broadland Nurseries, Main Road, Ormesby St Michael - 25 dwellings	Brundall Gardens Marina – Brundall Broad - 10 holiday homes.	Brundall Gardens Marina off West Lane, east of main Marina - 12 holiday homes	Land near Pyes Mill, Loddon - 10 residential dwellings	Land off Mill Road, Stokesby - 2 self-build dwellings	Ropes Hill, Horning - 6 residential moorings	Land next to Loddon Marina – 10 residential moorings
							- If 6 residential moorings – would need peat to be removed.	
ENV8								
ENV9					- Would impact the character of the area – in a Conservation Area.			- Would impact the character of the area – in a Conservation Area (due to widening of dyke and quay heading)
ENV10								
ENV11								
ENV12								
SOC1								
SOC2								
SOC3								
SOC4		+ If allocated, this would provide housing.			+ If allocated, this would provide housing.	+ If allocated, this would provide housing.	+ If allocated, this would provide housing.	+ If allocated, this would provide housing.
SOC5								
SOC6	- Marked negative as does not meet the location criteria for holiday accommodation.	- Key services not within walking distance.	+ Meets holiday accommodation location criteria.	+ Meets holiday accommodation location criteria.	- Key services not within walking distance.	- Key services not within walking distance.	+ Key services within walking distance.	+ Key services within walking distance.
SOC7								
ECO1								
ECO2								
ECO3								

Planning Committee

13 October 2023

Agenda item number 11

Local Plan- Preferred Options- Bitesize pieces

Report by Planning Policy Officer

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 allocations for residential moorings, Brundall, Cantley Sugar beet factory, business and farm diversification, housing allocation at Stokesby, and the Whitlingham Country Park area.

Recommendation

Members' comments on the policies are requested.

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 at this Planning Committee are relating to allocations for residential moorings, Brundall, Cantley Sugar beet factory, business and farm diversification, housing allocation at Stokesby, and the Whitlingham Country Park area.

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Date of report: 29 September 2023

Appendix 1 - Residential Mooring site allocations

Appendix 2 - Brundall riverside policies BRU3-5

Appendix 3 - Policy CAN1 (Cantley Sugar Factory)

Appendix 4 - Policy DM27 (Business and farm diversification)

Appendix 5 - Policy HOV3 (Brownfield land off Station Road, Hoveton)

Appendix 6 - Policy STO1 (Land adjacent to Tiedam, Stokesby)

Appendix 7 - Policy WHI1 (Whitlingham Country Park)



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

Residential moorings

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.

1 **Policy POBRU6: Brundall Gardens**
2 **Policy Map – see below**

3 **Large Marina**

- 4 1. Proposals for up to a maximum of ~~five~~ six residential moorings will be supported in the area
5 marked on the policies map (subject to the criteria listed below).~~, subject to it being~~
6 ~~satisfactorily demonstrated that the proposals would not compromise existing business on the~~
7 ~~site and that they meet the criteria in the Broads Local Plan policies on general employment and~~
8 ~~boatyards. Proposals must ensure no adverse effects on water quality and the conservation~~
9 ~~objectives and qualifying features of the nearby SPA, SAC and SSSI.~~

10 **Smaller Marina**

- 11 2. Proposals for up to a maximum of two residential moorings will be supported in the area
12 marked on the policies map (subject to the criteria listed below).

13 **For both sites**

- 14 3. It needs to be satisfactorily demonstrated that the proposals for residential moorings would not
15 compromise existing business on the sites and that the proposals for residential moorings meet
16 the criteria in the Broads Local Plan policies on general employment and boatyards.
17 4. Applicants will need to demonstrate access rights for continued use of the bridge over the
18 railway and Laurel Drive and West End Avenue to satisfaction of the Local Highways Authority.

- 19 5. Road access improvements in terms of visibility and access width would need to be a
20 consideration to taking development forward.
- 21 6. It needs to be satisfactorily demonstrated that the proposal would meet the criteria in the
22 Policy DM37 (New Residential Moorings) which will apply;
- 23 7. Proposals must ensure no adverse effects on trees, water quality and the conservation
24 objectives and qualifying features of the nearby SAC, SPA , SSSI (site is within SSSI Impact Zone);
- 25 8. Cabinets and storage of any kind for those living on the boats, if required, will be kept to a
26 minimum and sensitively designed and appropriately located;
- 27 9. The scheme must take particular care relating to lighting in line with DM22 (Light Pollution and
28 Dark Skies);
- 29 10. An assessment of the foul sewerage network to demonstrate that capacity is available or can be
30 made available in time to serve the development;
- 31 11. Conditions will be used to restrict the number, scale and size of boats using the residential
32 moorings in order to protect navigation and control the visual appearance;
- 33 12. Project Level Habitats Regulation Assessments will be needed to assess implications on sensitive
34 European Sites. Measures to mitigate for the recreation effects of new growth will be required
35 (through the GI RAMS tariff or equivalent mitigation), so too will measures to mitigate nutrient
36 enrichment (nutrient neutrality); and
- 37 13. A management plan for the site and a register of those who live on boats will be required and
38 will be covered by a planning condition imposed on any planning permission granted.

39 Constraints and features

- 40 • Area is just across river from Site of Special Scientific Interest. Yare Broads and Marshes SSSI is a
41 component SSSI of Broadland SPA and Ramsar site and The Broads SAC
- 42 • Brundall Gardens Railway Station next to Marinas.
- 43 • Area in flood zone 3 (EA) and indicative 3b (SFRA 2017).
- 44 • Area of good dark skies
- 45 • The site is in the Norfolk RAMs area.
- 46 • The site is in scope in relation to Nutrient Enrichment.



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48 Reasoned Justification

49 The Authority would support up to ~~five~~ six of the moorings at the large marina and two at the small
50 marina boatyard being converted to residential moorings. The benefits of a regular income as well
51 as passive security which residential moorings can bring are acknowledged. However, in accordance
52 with Broads Local Plan Policies on general Employment and boatyards in the economy section,
53 conversion of an entire business to residential moorings would not be supported. ~~It is anticipated~~
54 ~~that the moorings will be in place towards the end of the plan period, perhaps around 2030.~~ The
55 site promoter has indicated that the residential moorings could be delivered immediately following
56 adoption of the Local Plan – therefore a date of 2027 is assumed.

57 These sites have good access by foot to everyday services and facilities provided in Brundall (such
58 as a supermarket, pharmacy, school and post office). Bus stops and railway stations to wider
59 destinations are also within walking distance from these areas.

60 Proposals will also need to show that there are adequate facilities for water supply, electricity, and
61 pump out for example.

62 The railway bridge, Laurel Drive and West End Avenue are not public highway. Applicants will need
63 to demonstrate as part of any application that the users of the residential moorings are able to use
64 the bridge and roads to access central Brundall.

65 The provision of residential moorings here could increase pressure for an increase in lighting;
66 however, the impact of artificial light on local amenity, intrinsically dark landscapes, and nature
67 conservation should be minimised as the Brundall area is an area of good dark skies – see policy
68 DM22.

69 The scheme will need to mitigate recreation impacts, and this is most easily done through paying
70 the GI RAMS tariff. The scheme will need to mitigate nutrient enrichment as well.

71 The highway access to Postwick Lane, whilst altered in recent years, has restricted visibility due to
72 an adjacent tree. Given the allocation proposed, there would be a material increase in traffic
73 movements through the access and this could give rise to conditions detrimental to highway safety.
74 As part of any application/scheme, the concerns of the Highways Authority will need to be
75 addressed.

76 In terms of the provision of storage and cabinets, these should be located and designed to fit in
77 with the character of the boatyard. It may be the case that being next to the waterway for example,
78 is not the appropriate location, but they may be better located nearer to the boatyard buildings.
79 Any such provision will be kept to the minimum needed.

80 The Broads Authority has adopted a residential moorings guide which will be of relevance to this
81 scheme.

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

84 **Reasonable alternative options**

85 a) An alternative option would be to keep the original policy (other than amending text to add
86 reference to the additional two residential moorings to be allocated, GI RAMS and Nutrient
87 Neutrality) and not mention the other various proposed new criteria

88 Another option would be to not have a policy and not allocate the site, but this site was allocated in
89 the 2019 Local Plan for the Broads and is deemed favourable in the **Housing and Economic Land**
90 **Availability Assessment** and so not to allocated is not seem as a reasonable alternative.

91 **Sustainability appraisal summary**

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

A: keep the original policy (other than amending text to add reference to the additional residential moorings to be allocated, GI RAMS and Nutrient Neutrality)	4 positives. 0 negatives. 0 ? Overall positive
B: Preferred Option - amend policy to improve reference to other important criteria, similar to other residential moorings policies (and add reference to GI RAMS, nutrient neutrality and additional residential moorings to be allocated)	8 positives. 0 negatives. 0 ? Overall positive

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

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

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

96 Adding text include in other policies for residential moorings is favoured for consistency. The
97 additional residential moorings at this site are deemed acceptable subject to the HELAA. Referring
98 to the Highways considerations will address concerns regarding non-car access to Brundall. The
99 stronger wording relating to light pollution is favoured when compared to the original to ensure the
100 dark skies of the Broads are protected in this edge of settlement location. The other changes
101 relating to GI RAMS and nutrient neutrality are factual. [The amendments relating to residential](#)
102 [mooring are consistent with other residential moorings policies.](#)

103 **UN Sustainable Development Goals check**

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

11 SUSTAINABLE CITIES
AND COMMUNITIES



105 Policy **POCHE1: Greenway Marine residential moorings**

106 Policy Map 5: [https://www.broads-authority.gov.uk/ data/assets/pdf file/0030/259257/5.-](https://www.broads-authority.gov.uk/data/assets/pdf_file/0030/259257/5.-CHEDGRAVE-and-LODDON.pdf)
107 [CHEDGRAVE-and-LODDON.pdf](https://www.broads-authority.gov.uk/data/assets/pdf_file/0030/259257/5.-CHEDGRAVE-and-LODDON.pdf)

- 108 1. Proposals for up to a maximum of five residential moorings will be supported in the area
109 marked on the policies map, ~~will be allowed in this area they are not at a provided they are of~~
110 ~~a scale which would compromise existing business on the site, as well as meeting the criteria in~~
111 ~~Broads' policies on general employment and boatyards.~~ subject to the following criteria:
112
- 113 a) It needs to be satisfactorily demonstrated that the proposals for residential moorings would not
114 compromise existing business on the sites and that the proposals for residential moorings meet
115 the criteria in the Broads Local Plan policies on general employment and boatyards.
116 b) A satisfactory solution will be required to address the Highways Authority concerns regarding
117 visibility at the junction of the access road to Greenway Marine (and other properties) with
118 Bridge Street.
119 c) The residential boats moored here must not encroach further into the river than existing boats
120 d) Detail regarding sewerage disposal would be needed as part of a planning application.
121 e) It needs to be satisfactorily demonstrated that the proposal would meet the criteria in the
122 Policy DM37 (New Residential Moorings).
123 f) Proposals must ensure no adverse effects on water quality and the conservation objectives and
124 qualifying features of the nearby SSSI and SPA.
125 g) Cabinets and storage of any kind for those living on the boats, if required, will be kept to a
126 minimum and sensitively designed and appropriately located;
127 h) The scheme must take particular care relating to lighting in line with DM22 (Light Pollution and
128 Dark Skies); and
129 i) An assessment of the foul sewerage network to demonstrate that capacity is available or can be
130 made available in time to serve the development.
131
- 132 2. Conditions will be used to restrict the number, scale and size of boats using the residential
133 moorings in order to protect navigation and control the visual appearance.
134
- 135 3. Project Level Habitats Regulation Assessments will be needed to assess implications on sensitive
136 European Sites. Measures to mitigate for the recreation effects of new growth ~~may will~~ be
137 required (through the GI RAMS tariff or equivalent mitigation), ~~such as the provision of good~~
138 ~~quality on-site green infrastructure to mitigate for recreational disturbance.~~
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- 140 4. A management plan for the site and a register of those who live on boats will be required and
141 will be covered by a planning condition imposed on any planning permission granted.

142 Constraints and features

- 143 • In the vicinity of Hardley Flood SSSI part of the Broadland SPA.
144 • Flood Zone 3 (EA Mapping) and indicative 3b (SFRA 2017).
145 • Loddon and Chedgrave Conservation Area is across the river.
146 • Generally the approach to the boatyards in this area is quite busy with occupied moorings.
147 • Electricity, water and pump out facilities available on site although uses a septic tank.
148 • Many services and facilities walking distance from site.

- 149 • Visibility concerns at junction with Bridge Street.
- 150 • [Area of good dark skies](#)
- 151 • [The site is in the Norfolk RAMs area.](#)
- 152 • [The site is NOT in scope in relation to Nutrient Enrichment.](#)

153 Reasoned Justification

154 Whilst the entire length of moorings at Greenway Marine is allocated [for residential moorings](#), the
155 Authority would only support up to five of the moorings at the Greenway Marine Boatyard being
156 converted to residential moorings in line with policy DM37. The benefits of a regular income as well
157 as passive security that residential moorings can bring are acknowledged. However, in accordance
158 with other Local Plan policies, the conversion of an entire business to residential moorings would
159 not be supported. It is anticipated that the moorings will be in place within a few years of adoption
160 of the Local Plan perhaps by the end of 2027.

161 To make sure the residential boats moored here do not impact navigation and as the moorings are
162 stern on, there could be a length restriction on boats here as part of any application.

163 The Greenway Marine Boatyard has good access by foot to everyday services and facilities provided
164 in Loddon and Chedgrave (such as a supermarket, pharmacy, school, and post office). Bus stops to
165 wider destinations are also within walking distance from these areas. Proposals must also take into
166 consideration the SSSI and Conservation Area near to this Boatyard.

167 The quay heading used to moor and access boats may be in need of improvements and any
168 application should address this.

169 The Authority is aware of plans to improve the toilet and include a shower available to residential
170 moorings users. We would expect this to be completed prior to any occupation of the moorings for
171 residential purposes. It is also noted that the site uses a septic tank and policy DM2 may be of
172 relevance.

173 The Highways Authority has raised concerns regarding the visibility available to vehicles exiting the
174 track from Greenway Marine (and the other properties along this track) at the junction to Bridge
175 Street, and this will need to satisfactorily be addressed.

176 The policy requires a management plan for the site as well as a register of those boats being lived
177 on within the marina. These will be required through conditions on planning application(s). The
178 management plan will help ensure the site as a whole is appropriately managed. This would
179 normally cover things like noise, waste, delivery times etc. and would have contact details of who
180 to contact if the management requirements of the site are not adhered to. A breach of this
181 management plan would then be a breach of condition and could be enforced. The register of who
182 lives on which boat will be maintained at all times.

183 [The provision of residential moorings here could increase pressure for an increase in lighting;](#)
184 [however, the impact of artificial light on local amenity, intrinsically dark landscapes, and nature](#)
185 [conservation should be minimised as the Chedgrave area is an area of good dark skies – see policy](#)
186 [DM22.](#)

187 The scheme will need to mitigate recreation impacts, and this is most easily done through paying
188 the GI RAMS tariff.

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

192 In terms of the provision of storage and cabinets, these should be located and designed to fit in
193 with the character of the boatyard. It may be the case that being next to the waterway for example,
194 is not the appropriate location, but they may be better located nearer to the boatyard buildings.
195 Any such provision will be kept to the minimum needed.

196 The Broads Authority has adopted a [residential moorings guide](#) which will be of relevance to this
197 scheme.

198 HSE Safety in docks ACOP (www.hse.gov.uk/pubns/books/l148.htm) is applicable to marinas and
199 will set out the minimum standards expected in relation to the safety provision.

200 It is anticipated that the moorings could be delivered soon after adoption of the Local Plan. 2027 is
201 therefore presumed.

202 **Reasonable alternative options**

203 b) An alternative option would be to keep the original policy (other than amending text to add
204 reference to GI RAMS) and not mention light pollution or storage cabinets within the policy
205 itself.

206 Another option would be to not have a policy and not allocate the site, but this site was allocated in
207 the 2019 Local Plan for the Broads and is deemed favourable in the Housing and Economic Land
208 Availability Assessment and so not to allocated is not seem as a reasonable alternative.

209 **Sustainability appraisal summary**

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

A: keep the original policy (other than amending text to add reference to GI RAMS)	4 positives. 0 negatives. 0 ? Overall positive
B: Preferred Option - amend policy to improve reference to light pollution and storage cabinets (and add reference to GI RAMS)	6 positives. 0 negatives. 0 ? Overall positive

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

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

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

214 The stronger wording relating to light pollution is favoured when compared to the original to
215 ensure the dark skies of the Broads are protected in this edge of settlement location. Also, given

216 the impact on the character of a boatyard that storage can have, reference to that in the policy is
217 useful. The other changes relating to GI RAMS and DM37 is factual. [The amendments relating to](#)
218 [residential mooring are consistent with other residential moorings policies.](#)

219 **UN Sustainable Development Goals check**

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

11 SUSTAINABLE CITIES
AND COMMUNITIES



221 **Policy POGIL1**~~BEC2: Beccles~~ **Gillingham residential moorings (H. E. Hipperson's Boatyard)**
 222 **Policy map 2 and inset map: [https://www.broads-](https://www.broads-authority.gov.uk/data/assets/pdf_file/0027/259254/2.-BECCLES.pdf)**
 223 **[authority.gov.uk/ data/assets/pdf file/0027/259254/2.-BECCLES.pdf](https://www.broads-authority.gov.uk/data/assets/pdf_file/0027/259254/2.-BECCLES.pdf) (will in future be on its own**
 224 **policies map titled Gillingham)**

- 225 1. Proposals for up to a maximum of five residential moorings will be supported in the area
- 226 marked on the policies map subject to the following criteria:
- 227 2. Subject to it being satisfactorily demonstrated that the proposal would not compromise existing
- 228 business on the site and meet the criteria in the Broads Local Plan policies on General
- 229 Employment and Boatyards.
- 230 3. It needs to be satisfactorily demonstrated that the proposal would meet the criteria in the
- 231 Policy DM37 (New Residential Moorings).
- 232 4. Proposals must ensure no adverse effects on water quality and the conservation objectives and
- 233 qualifying features of the nearby SSSI (site is within SSSI Impact Zone).
- 234 5. Development should preserve or where opportunities arise enhance the character or
- 235 appearance of the Conservation Area and its setting.
- 236 6. Cabinets and storage of any kind for those living on the boats, if required, will be kept to a
- 237 minimum and sensitively designed and appropriately located;
- 238 7. ~~Conditions will be used to restrict the number, scale and size of boats using the residential~~
- 239 ~~moorings.~~
- 240 8. The scheme must take particular care relating to lighting in line with DM22 (Light Pollution and
- 241 Dark Skies)
- 242 9. An assessment of the foul sewerage network to demonstrate that capacity is available or can be
- 243 made available in time to serve the development;
- 244 10. Conditions will be used to restrict the number, scale and size of boats using the residential
- 245 moorings in order to protect navigation and control the visual appearance;
- 246 11. Project Level Habitats Regulation Assessments will be needed to assess implications on sensitive
- 247 European Sites. Measures to mitigate for the recreation effects of new growth ~~may will~~ be
- 248 required (through the GI RAMS tariff or equivalent mitigation), ~~such as the provision of good~~
- 249 ~~quality on-site green infrastructure to mitigate for recreational disturbance.~~
- 250 12. A management plan for the site and a register of those who live on boats will be required and
- 251 will be covered by a planning condition imposed on any planning permission granted.

- 252 Constraints and features
- 253 • In a SSSI Impact Zone.
 - 254 • Flood Zone 3 (EA Mapping) and indicative 3b (SFRA 2018).
 - 255 • Beccles Conservation Area is across the river.
 - 256 • Area of good dark skies
 - 257 • The site is in the Norfolk RAMs area.
 - 258 • The site is NOT in scope in relation to Nutrient Enrichment.

259 Reasoned Justification

260 The Authority would support around five of the moorings at the H.E. Hipperson’s Boatyard being
 261 converted to residential moorings. The benefits of a regular income, as well as passive security that
 262 residential moorings can bring, are acknowledged. However, in accordance with other Local Plan
 263 policies, the conversion of an entire business to residential moorings would not be supported. The
 264 H.E. Hipperson’s Boatyard has good access by foot to everyday services and facilities in Beccles

265 (such as a supermarket, pharmacy, school, and post office). Bus stops to wider destinations are also
266 within walking distance from these areas.

267 Proposals must also take into consideration the SSSI and Conservation Area near to this boatyard.

268 The scheme will need to mitigate recreation impacts, and this is most easily done through paying
269 the GI RAMS tariff.

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

273 Proposals will also need to show that there are adequate facilities for water supply, electricity and
274 pump out.

275 The provision of residential moorings here could increase pressure for an increase in lighting;
276 however, the impact of artificial light on local amenity, intrinsically dark landscapes, and nature
277 conservation should be minimised as this area is an area of good dark skies – see policy DM22.

278
279 It is anticipated that the moorings will be in place after 2025, by 2030, ~~possibly by the end of 2030.~~

280 In terms of the provision of storage and cabinets, these should be located and designed to fit in
281 with the character of the boatyard. It may be the case that being next to the waterway for example,
282 is not the appropriate location, but they may be better located nearer to the boatyard buildings.
283 Any such provision will be kept to the minimum needed.

284 The Broads Authority has adopted a residential moorings guide which will be of relevance to this
285 scheme.

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

288 **Reasonable alternative options**

289 c) An alternative option would be to keep the original policy (other than amending text to add
290 reference to GI RAMS) and not mention light pollution or storage cabinets within the policy
291 itself.

292 Another option would be to not have a policy and not allocate the site, but this site was allocated in
293 the 2019 Local Plan for the Broads and is deemed favourable in the **Housing and Economic Land**
294 **Availability Assessment** and so not to allocated is not seem as a reasonable alternative.

295 **Sustainability appraisal summary**

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

A: keep the original policy (other than amending text to add reference to GI RAMS)	3 positives. 0 negatives. 0 ? Overall positive
B: Preferred Option - amend policy to improve reference to	5 positives. 0 negatives. 0 ? Overall positive

light pollution and storage cabinets (and add reference to GI RAMS)	
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297 **How has the existing policy been used since adoption in May 2019?**

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

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

300 The stronger wording relating to light pollution is favoured when compared to the original to
 301 ensure the dark skies of the Broads are protected in this edge of settlement location. Also, given
 302 the impact on the character of a boatyard that storage can have, reference to that in the policy is
 303 useful. The other changes relating to GI RAMS and DM37 is factual. [The amendments relating to](#)
 304 [residential mooring are consistent with other residential moorings policies.](#)

305 **UN Sustainable Development Goals check**

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

11 SUSTAINABLE CITIES
AND COMMUNITIES



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Policy LOD1: Loddon Marina Residential Moorings

Policy Map 5: https://www.broads-authority.gov.uk/data/assets/pdf_file/0030/259257/5.-CHEDGRAVE-and-LODDON.pdf

~~Proposals for residential moorings of up to a maximum of 10 will be allowed in this area if they are not at a provided they are not of a scale which would compromise existing business on the site and which would meet the criteria in Broads' policies on general employment and boatyards.~~

1. Proposals for residential moorings of up to a maximum of 10 will be supported in the area marked on the policies map, subject to the following criteria:
 - a) It needs to be satisfactorily demonstrated that the proposals for residential moorings would not compromise existing business on the sites and that the proposals for residential moorings meet the criteria in the Broads Local Plan policies on general employment and boatyards.
 - b) The residential boats moored here must not encroach further into the river than the existing boats.
 - c) A satisfactory solution will be required to address the Highways Authority's concerns regarding impact of the development on High Street and Church Plain.
 - d) Detail regarding sewerage disposal would be needed as part of a planning application.
 - e) It needs to be satisfactorily demonstrated that the proposal would meet the criteria in the Policy DM37 (New Residential Moorings).
 - f) Proposals must ensure no adverse effects on water quality and the conservation objectives and qualifying features of the nearby SSSI.
 - g) Cabinets and storage of any kind for those living on the boats, if required, will be kept to a minimum and sensitively designed and appropriately located;
 - h) The scheme must take particular care relating to lighting in line with DM22 (Light Pollution and Dark Skies)
 - i) An assessment of the foul sewerage network to demonstrate that capacity is available or can be made available in time to serve the development;
2. Conditions will be used to restrict the number, scale and size of boats using the residential moorings in order to protect navigation and control the visual appearance.
3. Project Level Habitats Regulation Assessments will be needed to assess implications on sensitive European Sites. Measures to mitigate for the recreation effects of new growth may will be required (through the GI RAMS tariff or equivalent mitigation), such as the provision of good quality on-site green infrastructure to mitigate for recreational disturbance.
4. A management plan for the site and a register of those who live on boats will be required and will be covered by a planning condition imposed on any planning permission granted.

~~Conditions will be used to restrict the number, scale and size of boats using the residential moorings.~~

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Constraints and features

- In the vicinity of Hardley Flood SSSI part of the Broadland SPA
- Flood Zone 3 (EA Mapping) and indicative 3b (SFRA 2017)

- 351 • Within the Loddon and Chedgrave Conservation Area
352 • Generally, the approach to the boatyards in this area is quite busy with occupied moorings.
353 • Electricity, water, toilet and shower pump out facilities available on site.
354 • Many services and facilities at walking distance from site.
355 • Potential issues relating to impact of residential moorings on traffic flow of High Street and
356 Church Plain.
357 • [Area of good dark skies](#)
358 • [The site is in the Norfolk RAMs area.](#)
359 • [The site is NOT in scope in relation to Nutrient Enrichment.](#)

360 Reasoned Justification

361 The Broads Authority would support up to ten of the moorings at Loddon Marina being converted
362 to residential moorings in line with policy DM37. The benefits of a regular income, as well as
363 passive security that residential moorings can bring, are acknowledged. However, in accordance
364 with other Local Plan policies, the conversion of an entire business to residential moorings would
365 not be supported. While the entire length of moorings at Loddon Marina is allocated, the Authority
366 supports a maximum of ten of these moorings to be residential moorings. It is anticipated that the
367 moorings will be place within a few years of adoption of the Local Plan perhaps by the end of 2030.

368 To ensure the residential boats moored here do not impact navigation and as the moorings are
369 stern on, there could be a length restriction applied to boats here through a planning condition as
370 part of any application. It is not a requirement of this policy that the basin is extended; rather, that
371 private moorings are converted to residential moorings. [It should be noted that the use of the dyke
372 adjacent to the Marina for residential moorings will not be supported.](#)

373 Loddon Marina has good access by foot to everyday services and facilities provided in Loddon and
374 Chedgrave (such as a supermarket, pharmacy, school and post office). Bus stops to wider
375 destinations are also within walking distance from these areas.

376 Proposals must also take into consideration the SSSI near to this Marina and the Marina's location
377 within a conservation area.

378 [The provision of residential moorings here could increase pressure for an increase in lighting;
379 however, the impact of artificial light on local amenity, intrinsically dark landscapes, and nature
380 conservation should be minimised as the Loddon area is an area of good dark skies – see policy
381 DM22.](#)

382 [The scheme will need to mitigate recreation impacts, and this is most easily done through paying
383 the GI RAMS tariff.](#)

384 [In terms of Nutrient Neutrality, the Broads Authority consider that the sites itself is outside of the
385 Broads SAC catchment and this scheme's foul water would drain to a Water Recycling Centre that is
386 not within the Broads SAC catchment and so does not need to mitigate for Phosphate or Nitrates.](#)

387 The quay heading used to moor and access boats may be in need of improvements and any
388 application should address this.

389 The Highways Authority has raised some concerns regarding the impact of the development on
390 High Street and Church Plain, which already experience traffic related issues. Any proposals will
391 need to address these concerns satisfactorily.

392 Anglian Water Services will need further information relating to foul water disposal to assess if
393 there is capacity in the network.

394 The policy requires a management plan for the site as well as a register of those boats being lived
395 on within the marina. These will be required through conditions on planning application(s). The
396 management plan will help ensure the site as a whole is appropriately managed. This would
397 normally cover things like noise, waste, delivery times etc. and would have contact details of who
398 to contact if the management requirements of the site are not adhered to. A breach of this
399 management plan would then be a breach of condition and could be enforced. The register of who
400 lives on which boat will be maintained at all times.

401 In terms of the provision of storage and cabinets, these should be located and designed to fit in
402 with the character of the boatyard. It may be the case that being next to the waterway for example,
403 is not the appropriate location, but they may be better located nearer to the boatyard buildings.
404 Any such provision will be kept to the minimum needed.

405 The Broads Authority has adopted a [residential moorings guide](#) which will be of relevance to this
406 scheme.

407 HSE Safety in docks ACOP (www.hse.gov.uk/pubns/books/l148.htm) is applicable to marinas and
408 will set out the minimum standards expected in relation to the safety provision.

409 It is anticipated that the moorings could be delivered soon after adoption of the Local Plan. 2027 is
410 therefore presumed.

411 **Reasonable alternative options**

412 d) An alternative option would be to keep the original policy (other than amending text to add
413 reference to GI RAMS) and not mention light pollution or storage cabinets within the policy
414 itself.

415 Another option would be to not have a policy and not allocate the site, but this site was allocated in
416 the 2019 Local Plan for the Broads and is deemed favourable in the **Housing and Economic Land**
417 **Availability Assessment** and so not to allocated is not seem as a reasonable alternative.

418 **Sustainability appraisal summary**

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

A: keep the original policy (other than amending text to add reference to GI RAMS)	4 positives. 0 negatives. 0 ? Overall positive
B: Preferred Option - amend policy to improve reference to light pollution and storage	6 positives. 0 negatives. 0 ? Overall positive

cabinets (and add reference to GI RAMS)	
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420 **How has the existing policy been used since adoption in May 2019?**

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

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

423 The stronger wording relating to light pollution is favoured when compared to the original to
424 ensure the dark skies of the Broads are protected in this edge of settlement location. Also, given
425 the impact on the character of a boatyard that storage can have, reference to that in the policy is
426 useful. The other changes relating to GI RAMS and DM37 is factual. [The amendments relating to
427 residential mooring are consistent with other residential moorings policies.](#)

428 **UN Sustainable Development Goals check**

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

11 SUSTAINABLE CITIES
AND COMMUNITIES



430

431 **Policy SOM1: Somerleyton Marina Residential Moorings**

432 **Policy Map** [https://www.broads-authority.gov.uk/ data/assets/pdf file/0032/259268/16.-](https://www.broads-authority.gov.uk/data/assets/pdf_file/0032/259268/16.-SOMERLEYTON.pdf)
433 [SOMERLEYTON.pdf](https://www.broads-authority.gov.uk/data/assets/pdf_file/0032/259268/16.-SOMERLEYTON.pdf)

- 434 1. ~~Proposals for residential moorings in the area marked on the policies map of up to a maximum~~
435 ~~of ten will be allowed in this area subject to:~~ Proposals for up to a maximum of fifteen
436 residential moorings will be supported in the area marked on the policies map, subject to the
437 following criteria:
- 438 a) It needs to be satisfactorily demonstrated that the proposals for residential moorings would not
439 compromise existing business on the sites and that the proposals for residential moorings meet
440 the criteria in the Broads Local Plan policies on general employment and boatyards.
 - 441 b) Car parking provision only in the area of the existing boatyard buildings with a suitable surface
442 and landscaping treatment;
 - 443 c) Quay heading upgraded to a satisfactory standard of a design in keeping with the local
444 character, prior to use as residential moorings;
 - 445 d) It being satisfactorily demonstrated that the proposal would meet the criteria in the Policy
446 DM37 (New Residential Moorings) which will apply as the site will be treated as if it were
447 adjacent to a development boundary;
 - 448 e) No adverse effects on trees, water quality and the conservation objectives and qualifying
449 features of the nearby SSSI (site is within SSSI Impact Zone);
 - 450 f) Cabinets and storage of any kind for those living on the boats, if required, will be kept to a
451 minimum and sensitively designed and appropriately located;
 - 452 g) The scheme must take particular care relating to lighting in line with DM22 (Light Pollution and
453 Dark Skies); and
 - 454 h) An assessment of the foul sewerage network to demonstrate that capacity is available or can be
455 made available in time to serve the development
 - 456 i) ~~Not being at a scale which would compromise existing business on the site, as well as meeting~~
457 ~~the criteria in Broads' policies on general employment and boatyards;~~
 - 458 j) ~~Particular care relating to lighting in line with DM22 (Light Pollution and Dark Skies); and~~
- 459 2. Conditions will be used to restrict the number, scale, and size of boats using the residential
460 moorings.
- 461 3. Project Level Habitats Regulation Assessments will be needed to assess implications on sensitive
462 European Sites. Measures to mitigate for the recreation effects of new growth ~~may~~ will be
463 required (through the GI RAMS tariff or equivalent mitigation), ~~such as the provision of good~~
464 ~~quality on-site green infrastructure to mitigate for recreational disturbance.~~
- 465 4. A management plan for the site and a register of those who live on boats will be required and
466 will be covered by a planning condition imposed on any planning permission granted.

467 Constraints and features

- 468 • Part of Somerleyton in East Suffolk Council's Planning Area ~~set for~~ has a development boundary
469 and two sites allocated for residential development.
- 470 • Planning permission for a shop locally and Estate keen to provide a shop (which could
471 potentially be linked to the pub rather than where the permission is)

- 472 • Located within marina.
- 473 • County Wildlife Site nearby.
- 474 • Marina and moorings used for private rented moorings.
- 475 • Area for car parking near to the existing buildings likely to need formalising.
- 476 • Highways considerations including width of track and visibility splays.
- 477 • Adjacent to within the existing Somerleyton Conservation Area.
- 478 • Accessed using a private road.
- 479 • In a SSSI Impact Zone.
- 480 • Flood Zone 3 (EA Mapping) indicative 3b (SFRA 2018).
- 481 • Office could be converted to amenity block.
- 482 • Strong sense of tranquillity.
- 483 • Quay heading in parts is in need of repair.
- 484 • Area of good dark skies
- 485 • The site is in the Suffolk Coast RAMs area.
- 486 • There are also a number of locally listed buildings in the vicinity, including the Duke's Head PH
- 487 and outbuildings, the Brickfields terraces, the Swing Bridge and Signal Box, the remains of the
- 488 Belgian Kiln and brickworks site and the Wherry Dyke and Crown Boat Yard.

489 Reasoned Justification

490 Whilst the entire marina of Somerleyton Marina is allocated, the Authority would support up to
 491 fifteen of the moorings at Somerleyton Marina being converted to residential moorings in line with
 492 policy **DM37**. The benefits of a regular income as well as passive security that residential moorings
 493 can bring are acknowledged. However, in accordance with other Local Plan policies, the conversion
 494 of an entire business to residential moorings would not be supported. It is anticipated that the
 495 moorings will be in place within five years of adoption of the Local Plan perhaps by the end of 2030.

496 The site has good access by foot to the school and train station. ~~There is planning permission for a~~
 497 ~~local shop.~~ The Somerleyton Estate are keen to provide a shop and believe the residential moorings
 498 will help make a shop successful.

499 It is important to note that the allocation of 15 residential moorings in the existing marina is not
 500 linked to any plans to extend the current marina; it is not a requirement to extend the marina in
 501 order to be able to accommodate these 15 residential moorings. The site owner has stated that the
 502 moorings can be accommodated through changing the format of the existing marina.

503 Residential moorings would increase the parking demand in the context of continued parking
 504 requirements for existing boat users of the marina. The track to the north of the existing marina is
 505 unlikely to be suitable for developing car parking as it is exposed to views, and there may not be
 506 enough space here to formalise parking and allow for turning without making significant
 507 interventions. The Marina owners have indicated that car parking could be provided through re-
 508 arrangement of how the land is used near to the existing buildings where boats are stored. Subject
 509 to detailed design considerations such as surfacing and detailed location, car parking nearer to the
 510 buildings is the Authority's preference.

511 The Marina owners have stated that the existing office building would likely be converted to an
 512 amenity block for use by those living at the residential moorings, potentially containing storage,
 513 showers, and toilets. Cabinets and storage of any kind nearer to the moorings, if required, should

514 be kept to a minimum and sensitively designed. The removal of permitted development rights
515 might be an appropriate way of controlling undesirable build-up of domestic paraphernalia.

516 The provision of residential moorings here could increase pressure for an increase in lighting;
517 however, the impact of artificial light on local amenity, intrinsically dark landscapes, and nature
518 conservation should be minimised as the Somerleyton area is an area of good dark skies – see
519 policy [DM22](#).

520 Proposals must also take into consideration the SSSI and Conservation Area ~~near to this boatyard~~
521 which covers the area that could be used for car parking and storage.

522 The Marina is within the Suffolk Coast RAMS area and therefore will need to pay a tariff for each
523 residential mooring to mitigate impact as a result of recreation.

524 In the interests of residential amenity impacts, the number, size, and scale of boats using the
525 moorings will be controlled using conditions attached to future planning permissions.

526 Proposals will need to show that there are adequate facilities for water supply, electricity, and
527 pump out. There should also be space within the site for waste bin storage and presentation so it is
528 not left within the highway.

529 The quay heading and pontoons used to moor and access boats may be in need of improvements
530 and any application should address this. Any quay heading and decking should be detailed in line
531 with the surrounding area.

532 Access to the site should provide adequate visibility splays (in line with DMRB standards) and the
533 access width should be adequate to allow two vehicles to pass and accommodate large service
534 vehicles.

535 Anglian Water Services have identified the need for further details relating to the estimated flow
536 and the proposed connection point(s) to the foul sewerage network be set out in the planning
537 application.

538 It is anticipated that the moorings will be in place after 2025, by 2032.

539 In terms of the provision of storage and cabinets, these should be located and designed to fit in
540 with the character of the boatyard. It may be the case that being next to the waterway for example,
541 is not the appropriate location, but they may be better located nearer to the boatyard buildings.
542 Any such provision will be kept to the minimum needed.

543 The Broads Authority has adopted a [residential moorings guide](#) which will be of relevance to this
544 scheme.

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

547 **Reasonable alternative options**

548 e) An alternative option would be to keep the original policy (other than amending text to add
549 reference to GI RAMS) and not mention cabinets within the policy itself.

550 Another option would be to not have a policy and not allocate the site, but this site was allocated in
551 the 2019 Local Plan for the Broads and is deemed favourable in the **Housing and Economic Land**
552 **Availability Assessment** and so not allocated is not seem as a reasonable alternative.

553 **Sustainability appraisal summary**

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

A: keep the original policy (other than amending text to add reference to GI RAMS)	5 positives. 0 negatives. 0 ? Overall positive
B: Preferred Option - amend policy to improve reference to storage cabinets (and add reference to GI RAMS)	6 positives. 0 negatives. 0 ? Overall positive

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

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

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

558 The stronger wording relating to light pollution is favoured when compared to the original to
559 ensure the dark skies of the Broads are protected in this edge of settlement location. The other
560 changes relating to GI RAMS is factual. The amendments relating to residential mooring are
561 consistent with other residential moorings policies.

562 **UN Sustainable Development Goals check**

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

11 SUSTAINABLE CITIES
AND COMMUNITIES



564

565 Policy **POSTA1: Land at Stalham Staithe (Richardson's Boatyard)**
566 Policy Map [https://www.broads-authority.gov.uk/ data/assets/pdf file/0025/259270/18.-](https://www.broads-authority.gov.uk/data/assets/pdf_file/0025/259270/18.-STALHAM.pdf)
567 [STALHAM.pdf](https://www.broads-authority.gov.uk/data/assets/pdf_file/0025/259270/18.-STALHAM.pdf) (note that the area of land referred to as the peninsula will be made clearer on
568 future mapping)

569 **The Boatyard as a whole (including residential moorings – see below)**

- 570 1. The land identified on the Adopted Policies Map will be subject to the policies in the economy
571 section of the Local Plan., ~~and for the purposes of DM37 (New residential moorings) will be~~
572 ~~treated as if it meets the locational criteria of DM37 (in relation to being treated as though~~
573 ~~adjacent to a development boundary/within walking distance to at least three key services set~~
574 ~~out in that policy).~~
- 575 2. The peninsula of land between the river and the mooring basins should be kept clear of
576 buildings and large structures, and landscape planting should be provided here to protect and
577 enhance views from the river. The type of planting will need to avoid the creation of additional
578 wind shadowing of the river affecting its sailing value.
- 579 3. Measures to control any risk of water pollution arising from new development will be required.
- 580 4. An archaeological assessment is likely to be required as part of any application for any
581 operational development.
- 582 5. Given the location of the area, particular attention will be given to lighting schemes and light
583 pollution in line with DM22 (Light Pollution and Dark Skies)
- 584 6. Any new build proposals will need to be in conformity with the Design Guide (or successor
585 document).
- 586 7. A project level Habitats Regulation Assessment may be required to accompany proposals.

587 **Residential moorings**

- 588 8. Proposals for residential moorings of up to a maximum of 10 will be supported in the area
589 marked on the policies map, subject to the following criteria:
- 590
- 591 a) It needs to be satisfactorily demonstrated that the proposals for residential moorings would not
592 compromise existing business on the sites and that the proposals for residential moorings meet
593 the criteria in the Broads Local Plan policies on general employment and boatyards.
- 594 b) Proposals for residential moorings should ensure there is no encroachment by those moorings
595 into the river.
- 596 c) Detail regarding sewerage disposal would be needed as part of a planning application.
- 597 d) Proposals for residential moorings should locate these in the central area of the overall site to
598 avoid impacts on adjacent residential properties and the carr woodland to the west.
- 599 e) It needs to be satisfactorily demonstrated that the proposal would meet the criteria in the
600 Policy DM37 (New Residential Moorings) which will apply;
- 601 f) Proposals must ensure no adverse effects on water quality and the conservation objectives and
602 qualifying features of the nearby SSSI, SPA and SAC.

- 603 g) Cabinets and storage of any kind for those living on the boats, if required, will be kept to a
604 minimum and sensitively designed and appropriately located;
605 h) The scheme must take particular care relating to lighting in line with DM22 (Light Pollution and
606 Dark Skies); and
607 i) An assessment of the foul sewerage network to demonstrate that capacity is available or can be
608 made available in time to serve the development.
609
610 9. Conditions will be used to restrict the number, scale and size of boats using the residential
611 moorings in order to protect navigation and control the visual appearance.
612
613 10. Project Level Habitats Regulation Assessments will be needed to assess implications on sensitive
614 European Sites. Measures to mitigate for the recreation effects of new growth will be required
615 (through the GI RAMS tariff or equivalent mitigation), so too will measures to mitigate nutrient
616 enrichment (nutrient neutrality).
617
618 11. A management plan for the site and a register of those who live on boats will be required and
619 will be covered by a planning condition imposed on any planning permission granted.

620 Constraints and features

- 621 • Adjacent to Stalham Staithe Conservation Area (re-appraised in 2016).
- 622 • Part of site within Barton & Sutton Broad Archaeological area.
- 623 • Close upstream of SAC, SPA, Ramsar, SSSI.
- 624 • Flood risk zones 1, 2 & 3 by EA mapping and some 2 and 3a by SFRA 2017 mapping.
- 625 • Area of good dark skies
- 626 • The site is in the Norfolk RAMs area.
- 627 • The site is in scope in relation to Nutrient Enrichment.

628 Reasoned Justification

629 Richardson's Boatyard is one of the largest in the Broads. Local Plan Policy DM37 provides the
630 potential for residential moorings in boatyards adjacent to development boundaries. Although
631 there is no development boundary immediately adjacent to the boatyard, it is close to a significant
632 range of facilities in Stalham. The availability of these facilities, together with the scale of the
633 boatyard, meets the locational criteria of Policy DM37. It also confirms the application of the
634 general employment and boatyard development policies of the Local Plan, steers built development
635 away from the part of the boatyard that forms a prominent riverbank in the river approach to
636 Stalham, and seeks to encourage trees and other planting in this area.

637 The Environment Agency also highlights the need to address the risks of water pollution for
638 waterside sites in industrial/ boatyard use.

639 The area is on the edge of a built-up area, at a rural/urban transition. As such, the impact of
640 inappropriate, poorly designed lighting can have a significant impact and so particular attention will
641 be given to lighting.

642 The Broads Authority's Design Guide includes guidance on waterside buildings xxxx.

643 The provision of residential moorings here could increase pressure for an increase in lighting;
644 however, the impact of artificial light on local amenity, intrinsically dark landscapes, and nature
645 conservation should be minimised as the Stalham Staithe area is an area of good dark skies – see
646 policy **DM22**.

647 The scheme will need to mitigate recreation impacts, and this is most easily done through paying
648 the GI RAMS tariff. The scheme will need to mitigate nutrient enrichment as well.

649 In terms of the provision of storage and cabinets, these should be located and designed to fit in
650 with the character of the boatyard. It may be the case that being next to the waterway for example,
651 is not the appropriate location, but they may be better located nearer to the boatyard buildings.
652 Any such provision will be kept to the minimum needed.

653 The Broads Authority has adopted a [residential moorings guide](#) which will be of relevance to this
654 scheme.

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

657 **Reasonable alternative options**

658 a) The original policy, with no amendments.

659 Given the importance of the boatyard to this part of the Broads, not to have a policy is seen as an
660 unreasonable alternative. In terms of residential moorings, another option would be to not have a
661 policy and not allocate the site, but this site was allocated in the 2019 Local Plan for the Broads and
662 is deemed favourable in the **Housing and Economic Land Availability Assessment** and so not to
663 allocated is not seem as a reasonable alternative.

664 **Sustainability appraisal summary**

665 The two options (of the amended policy and the original policy) have been assessed in the SA. The
666 following is a summary.

A: Keep original policy	9 positives. 0 negatives. 0 ? Overall, positive.
B: Preferred Option - amended policy.	11 positives. 0 negatives. 0 ? Overall, positive.

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

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

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

670 The amendments to the original policy emphasise the importance of addressing light pollution – it
671 strengthens the policy in this regard. Given the rural nature of the area, the impact of light pollution
672 can be significant. The amendments relating to residential mooring are consistent with other
673 residential moorings policies.

674 **UN Sustainable Development Goals check**

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

**11 SUSTAINABLE CITIES
AND COMMUNITIES**



676 **Sustainability Appraisal**

677 SA objectives:

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

Assessment of policy BRU6

		A: Keep original policy (other than adding reference to GI RAMS).		B: Amend policy to improve reference to light pollution (and adding reference to GI RAMS).
ENV1			+	Policy refers to access requirements.
ENV2			+	Capacity for foul water included as a consideration.
ENV3	+	Seeks protection of nearby protected sites.	+	GI RAMS and nutrient enrichment mitigation would be required, but that would be neutral impact.
ENV4				
ENV5				
ENV6				
ENV7				
ENV8				
ENV9				
ENV10			+	Makes specific reference to design of associated cabinets.
ENV11			+	Makes specific reference to light pollution
ENV12				
SOC1				
SOC2				
SOC3				
SOC4	+	Would contribute to housing need in the area.	+	Would contribute to housing need in the area.
SOC5				
SOC6	+	Some services and facilities within walking distance of the site.	+	Some services and facilities within walking distance of the site.
SOC7				
ECO1	+	Residential moorings could result in support of the local businesses.	+	Residential moorings could result in support of the local businesses.
ECO2				
ECO3				

Assessment of policy CHE1

		A: Keep original policy (other than adding reference to GI RAMS).		B: Amend policy to improve reference to light pollution (and adding reference to GI RAMS).
ENV1	+	Policy refers to access requirements.	+	Policy refers to access requirements.
ENV2				
ENV3		GI RAMS mitigation would be required, but that would be neutral impact.		GI RAMS mitigation would be required, but that would be neutral impact.
ENV4				
ENV5				
ENV6				
ENV7				
ENV8				
ENV9				
ENV10			+	Makes specific reference to design of associated cabinets.
ENV11			+	Makes specific reference to light pollution
ENV12				
SOC1				
SOC2				
SOC3				
SOC4	+	Would contribute to housing need in the area.	+	Would contribute to housing need in the area.
SOC5				
SOC6	+	Many services and facilities within walking distance of the site.	+	Many services and facilities within walking distance of the site.
SOC7				
ECO1	+	Residential moorings could result in support of the local businesses.	+	Residential moorings could result in support of the local businesses.
ECO2				
ECO3				

Assessment of policy: GIL1

		A: Keep original policy (other than adding reference to GI RAMS).		B: Amend policy to improve reference to light pollution (and adding reference to GI RAMS).
ENV1				
ENV2				
ENV3		GI RAMS mitigation would be required, but that would be neutral impact.		GI RAMS mitigation would be required, but that would be neutral impact.
ENV4				
ENV5				
ENV6				
ENV7				
ENV8				
ENV9				
ENV1 0			+	Makes specific reference to design of associated cabinets.
ENV1 1			+	Makes specific reference to light pollution
ENV1 2				
SOC1				
SOC2				
SOC3				
SOC4	+	Would contribute to housing need in the area.	+	Would contribute to housing need in the area.
SOC5				
SOC6	+	Many services and facilities within walking distance of the site.	+	Many services and facilities within walking distance of the site.
SOC7				
ECO1	+	Residential moorings could result in support of the local businesses.	+	Residential moorings could result in support of the local businesses.
ECO2				
ECO3				

Assessment of policy: LOD1

		A: Keep original policy (other than adding reference to GI RAMS).		B: Amend policy to improve reference to light pollution (and adding reference to GI RAMS).
ENV1	+	Policy refers to access requirements.	+	Policy refers to access requirements.
ENV2				
ENV3		GI RAMS mitigation would be required, but that would be neutral impact.		GI RAMS mitigation would be required, but that would be neutral impact.
ENV4				
ENV5				
ENV6				
ENV7				
ENV8				
ENV9				
ENV10			+	Makes specific reference to design of associated cabinets.
ENV11			+	Makes specific reference to light pollution
ENV12				
SOC1				
SOC2				
SOC3				
SOC4	+	Would contribute to housing need in the area.	+	Would contribute to housing need in the area.
SOC5				
SOC6	+	Many services and facilities within walking distance of the site.	+	Many services and facilities within walking distance of the site.
SOC7				
ECO1	+	Residential moorings could result in support of the local businesses.	+	Residential moorings could result in support of the local businesses.
ECO2				
ECO3				

Assessment of policy: SOM1

		A: Keep original policy (other than adding reference to GI RAMS).		B: Amend policy to improve reference to light pollution (and adding reference to GI RAMS).
ENV1	+	Policy refers to access requirements.	+	Policy refers to access requirements.
ENV2				
ENV3		GI RAMS mitigation would be required, but that would be neutral impact.		GI RAMS mitigation would be required, but that would be neutral impact.
ENV4				
ENV5				
ENV6				
ENV7				
ENV8				
ENV9				
ENV10			+	Makes specific reference to design of associated cabinets.
ENV11	+	Makes specific reference to light pollution	+	Makes specific reference to light pollution
ENV12				
SOC1				
SOC2				
SOC3				
SOC4	+	Would contribute to housing need in the area.	+	Would contribute to housing need in the area.
SOC5				
SOC6	+	Some services and facilities within walking distance of the site.	+	Some services and facilities within walking distance of the site.
SOC7				
ECO1	+	Residential moorings could result in support of the local businesses.	+	Residential moorings could result in support of the local businesses.
ECO2				
ECO3				

1 Assessment of policy; STA1

	A: Keep original policy	B: Preferred Option - amend policy
ENV1		
ENV2		
ENV3	+ Policy refers to planting, with benefits to the natural environment.	+ Policy refers to planting, with benefits to the natural environment and also refers to nutrient neutrality and GI RAMS.
ENV4	+ Policy refers to views and landscape planting.	+ Policy refers to views and landscape planting.
ENV5		
ENV6		
ENV7		
ENV8		
ENV9	+ Policy refers to views the issue of archaeology.	+ Policy refers to views the issue of archaeology.
ENV10		+ Policy refers to the design guide.
ENV11		+ The policy refers to light pollution.
ENV12		
SOC1		
SOC2		
SOC3	+ The policy relates to a boatyard which enables traditional broads industries as well as enabling people to enjoy and understand the Broad.	+ The policy relates to a boatyard which enables traditional broads industries as well as enabling people to enjoy and understand the Broad.
SOC4	+ Policy says residential moorings could be acceptable here.	+ Policy says residential moorings are acceptable here.
SOC5	+ Policy relates to an employment area.	+ Policy relates to an employment area.
SOC6		
SOC7		
ECO1	+ Policy relates to an employment area.	+ Policy relates to an employment area.
ECO2	+ Policy relates to an employment area.	+ Policy relates to an employment area.
ECO3	+ Policy relates to a tourism provider.	+ Policy relates to a tourism provider.

2



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

Sites Specifics – Brundall Riverside – BRU 3, 4 and 5

Comments received as part of Issues and Options consultation, relevant to Brundall:

BRU policies	Broads Society	<p>This is an area accommodating several important businesses supporting the marine industry, boatyards and tourism. There are a number of ageing and unused buildings which are falling into disrepair and have little or no industrial use. Access is poor hindering local plan objectives of sustainable travel, local economic development, local jobs and community well-being. Businesses and dwellings are threatened by environmental impacts. Valuable prime riverside locations could be enhanced through collaborative planning approaches that enable bio diversity, increased green sustainable tourism, net zero approaches, economic growth for the area and region, local jobs for local people, increased skills and job opportunities.</p> <p>This seems to be an ideal area to be targeted for positive change.</p>
BRU policies	Brooms Boats	<p>Brundall Riverside area.</p> <p>An area accommodating several important businesses supporting the marine industry, boatyards and tourism.</p> <p>Ageing and unused buildings are eroding and have no industrial use. Access is poor hindering local plan objectives of sustainable travel, local economic development, local jobs and community well-being.</p> <p>Businesses and dwellings are threatened by environmental impacts. Valuable prime riverside locations could be enhanced through collaborative planning approaches that enable biodiversity, increased green sustainable tourism, net zero approaches, economic growth for the area and region, local jobs for local people, increased skills and job opportunities.</p>
BRU policies.	Sequence UK LTD/Brundall Riverside Estate Association	<p>2.80 Whilst not proposing any particular sites for allocation, the inclusion of the Brundall Riverside Estate within the development boundary as set out below, would recognise its built-up and previously developed nature and make it more straightforward in planning terms for sites to be redeveloped. In particular, the nature of boatyards is changing, for example Broom Boats is diversifying and policies should be flexible to the changing requirements for such sites.</p>

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 POBRU3: Brundall Mooring Plots

Policy Map xx - 3.-BRUNDALL.pdf (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 generally open character of the area retained.
2. The defined area will be kept generally free of buildings and above ground structures. Provision of unobtrusive moorings, steps, ramps and small-scale storage lockers, for use incidental to the enjoyment of the moorings, will be permitted.
3. The provision and maintenance of additional shrub or tree planting will be encouraged, having regard to limiting wind shadow on the river in the interests of sailing.
4. The permanent or seasonal occupation of the land with vehicles, boats, etc., or the stationing of caravans, will not be permitted.
5. Particular attention will be given to any lighting proposals, in line with policy DMxx.

Constraints and features

- The area is at serious risk of flooding (zone 3 by EA mapping; wholly in zone indicative 3b by SFRA 2017 mapping).
- Road access is constrained.
- Area is close to SSSI, SAC, SPA, Ramsar site.
- Article 4 direction covers Part 4 temporary buildings and uses and Part 5 Class C use of land by members of certain recreational organisations.
- Dark skies zone 2.

Reasoned Justification

The management of incremental development of the Riverside Estate area, including that covered by this policy, has been an issue since at least the 1950s. This part of the riverside area remains largely open and free of buildings and structures. The policy seeks to retain this openness and balance with the more developed parts of the riverside, and the contribution this makes to the

character of the wider area, while continuing the mooring uses that support the local economy and the enjoyment and navigation of the Broads.

Use of the area for moorings, and the presumption against permanent or seasonal occupation and the stationing of caravans, is supported by the Environment Agency on flood risk grounds.

Applicants are directed to the Authority’s adopted Mooring Design Guidance¹.

The area is in dark skies zone 2 and so policy DMxx is of relevance.

It is important to be aware that the Brundall Neighbourhood Plan was ‘made’ in 2016 and is part of the Development Plan and the policies it contains may be of relevance to proposals for this area of Brundall.

Reasonable alternative options

- a) The original policy, with no amendments.
- b) 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 ? Overall, positive.

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 fundamentally reinforce the importance of dark skies and reflect that this is mentioned in the supporting text, but not the policy.

UN Sustainable Development Goals check

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



¹ Mooring Design Guide: www.broads-authority.gov.uk/_data/assets/pdf_file/0005/703940/Mooring-design-guide.pdf

Policy POBRU4: Brundall Marina

Policy Map x -[3.-BRUNDALL.pdf \(broads-authority.gov.uk\)](#)

1. In this area:
 - a) The development and retention of marina, boatyard and related uses will be supported; and
 - b) Broads Local Plan policies on general employment and boatyards in the economy section will apply.
2. To retain the openness of the southern majority of the area (where vessels are moored), the development of buildings and large structures will be generally restricted to the northern portion of the site (where existing buildings are located), except where a specific locational need is demonstrated and the scale and design of the proposal are compatible with this objective.
3. The provision of an appropriate number of visitor moorings would be welcomed.
4. In assessing development proposals full regard will be given to:
 - a) The flood risk;
 - b) The limitations of the road access;
 - c) Management of risks of water pollution;
 - d) Light pollution and dark skies (see policy DMxx);
 - e) Increasing the amount of trees and other planting on the site (with due regard to avoiding creating wind obstruction near the riverside which might affect the sailing on the river); and
 - f) Providing permeable surfaces and controlled drainage.

Constraints and features

- The area is at serious risk of flooding (zones 1, 2 & 3 by EA mapping; almost wholly in zone indicative 3b by SFRA 2017 mapping).
- Road access is limited.
- Area is close to SSSI, SAC, SPA, Ramsar site.
- Potential archaeological interest.
- An Article 4 Direction removes all PD Rights in the area.
- Dark sky zone 2.

Reasoned Justification

The marina is an important resource for enjoyment and navigation of the Broads, and contributes to the local economy and the retention of marine skills in the area. The policy seeks to encourage its retention and future development, while protecting and enhancing the best qualities of the area, within the constraints of the flood risk to the area.

The Environment Agency confirms that the uses supported by the policy accord with national flood risk policy. The EA also highlights the need to address the risks of water pollution for waterside sites in industrial/boatyard use.

Norfolk County Council as Highways Authority has indicated that because of the access constraints (the road and level crossing) they would not support residential moorings at this site.

Proposals will need to meet the requirements of policy DM22 as the Brundall Riverside area generally has good dark skies.

It is important to be aware that the [Brundall Neighbourhood Plan](#) was 'made' in 2016 and is part of the Development Plan and the policies it contains may be of relevance to proposals for this area of Brundall.

Reasonable alternative options

- a) The original policy, with no amendments.
- b) 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	6 positives. 0 negatives. 0 ? Overall, positive.
B: Preferred Option - amend policy.	6 positives. 0 negatives. 0 ? Overall, positive.
C: No policy	0 positives. 0 negatives. 6 ? Overall, positive.

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 fundamentally reinforce the importance of dark skies and reflect that this is mentioned in the supporting text, but not the policy.

UN Sustainable Development Goals check

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



Policy POBRU5: Land east of the Yare Public House

Policy Map x -[3.-BRUNDALL.pdf \(broads-authority.gov.uk\)](#)

1. This land will be kept generally free of built development to help conserve its trees and contribution to the visual amenity and biodiversity of the area, provide a wildlife corridor between the Natura 2000 site to the east and the river to the west, and reflect flood risk to the area and retain flood capacity.

Constraints and features

- Flood risk (site includes zones 1, 2, & indicative 3b by SFRA 2017 mapping; and zones 1, 2, & 3 by EA mapping).
- Adjacent SAC, SPA, SSSI, Ramsar site.
- Archaeological interest (brick kiln).
- Tree Preservation Order.
- [Near to railway station](#)

Reasoned Justification

This policy continues the long-term protection of this valuable semi-natural green area, providing a backdrop to the Riverside area, separation from the housing and other development to the north of the railway line, and a link with the marshland to the east, which has multiple national and international environmental designations.

The avoidance of built development of the area is supported by the Environment Agency on the grounds of flood risk.

Reasonable alternative options

- a) No policy

Sustainability appraisal summary

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

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

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?

An important area, worthy of having its own policy.

UN Sustainable Development Goals check

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

15 LIFE
ON LAND



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 BRU3

	A: Keep original policy	B: Preferred Option - amend policy	C: No policy
ENV1			
ENV2			
ENV3			
ENV4	+ The policy restricts the type of development to reflect the character.	+ The policy restricts the type of development to reflect the character.	?
ENV5			
ENV6			
ENV7			
ENV8			
ENV9			
ENV10			
ENV11		+ Policy refers to light pollution.	?
ENV12			
SOC1			
SOC2			
SOC3	+ The area being used for boating will enable the use of traditional skills in terms of boating and using the water.	+ The area being used for boating will enable the use of traditional skills in terms of boating and using the water.	?
SOC4			
SOC5			
SOC6			
SOC7			
ECO1			
ECO2			
ECO3	+ The thrust of the policy will benefit tourism and recreational use of the Broads.	+ The thrust of the policy will benefit tourism and recreational use of the Broads.	?

Not having a policy does not mean that these issues will not be considered or addressed. A policy does however provide more certainty.

Assessment of policy BRU4

	A: Keep original policy	B: Preferred Option - amend policy	C: No policy
ENV1	+ Policy refers to the road limitations as well as in general providing space for moorings boats.	+ Policy refers to the road limitations as well as in general providing space for moorings boats.	?
ENV2	+ Policy refers to water quality.	+ Policy refers to water quality.	?
ENV3			
ENV4	+ The policy restricts the type of development to reflect the character.	+ The policy restricts the type of development to reflect the 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			
SOC2			
SOC3	+ The area being used for boating will enable the use of traditional skills in terms of boating and using the water.	+ The area being used for boating will enable the use of traditional skills in terms of boating and using the water.	?
SOC4			
SOC5			
SOC6			
SOC7			
ECO1			
ECO2			
ECO3	+ The thrust of the policy will benefit tourism and recreational use of the Broads.	+ The thrust of the policy will benefit tourism and recreational use of the Broads.	?

Not having a policy does not mean that these issues will not be considered or addressed. A policy does however provide more certainty.

Assessment of policy BRU5

	A: Preferred policy		B: No 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	+	The policy refers to the area benefitting wildlife		?
ENV4	+	The area adds to the character of the wider area.		?
ENV5				
ENV6	+	Policy refers to flood risk.		?
ENV7				
ENV8				
ENV9				
ENV10				
ENV11				
ENV12				
SOC1				
SOC2				
SOC3				
SOC4				
SOC5				
SOC6				
SOC7				
ECO1				
ECO2				
ECO3				



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Sites Specifics – Cantley

Information for Members

British Sugar would like the area to which the policy applies to be extended. The maps later in this document show 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.

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 POCAN1: Cantley Sugar Factory

See maps later in this document

1. This site is defined as an employment site for the purposes of Broads Local Plan Policies on general employment (DM26).
2. Development on this site which secures and enhances the sugar works’ contribution to the economy of the Broads and wider area will be supported where this also:
 - a) Protects ~~or~~ and where appropriate enhances wildlife and habitats ~~(including the nearby Ramsar site, SPA and SAC);~~
 - b) Protects or enhances the amenity of nearby residents;
 - c) Does not negatively impact on the neighbouring pub (The Reedcutter – see policy POSSPUBS);
 - d) Avoids severe residual impacts on highway capacity or safety;
 - e) Improves the appearance of the site works, particularly in views from the river and other receptors in the locality, through design, materials and landscaping and have regard to the setting of the nearby designated heritage assets;
 - f) Retains and does not impact the tree belt along the eastern edge of the track to the river;

- 17 g) The lighting associated with a scheme is fully justified, and if needs to be put in place, designed
 18 in line with the dark skies/light pollution policy DMxx. ~~reduces light pollution~~; Opportunities to
 19 reduce the current impact of the lighting would be supported.
- 20 h) Uses the disposition, bulk and location of buildings and structures to avoid extending the built-
 21 up part of the site into the open areas around or more prominent in the skyline;
- 22 i) Can be demonstrated to be in conformity with national policy on flood risk;
- 23 j) Protects and where possible enhances public access to the staithe;
- 24 k) Results in minimal additional carbon dioxide emissions and uses best available technology to
 25 reach highest technically achievable reduction of emissions;
- 26 l) Enables appropriate adaptation and resilience to climate change;
- 27 m) Uses water efficiently, with potential for water re-use;
- 28 n) Takes into account and accommodated Anglian Water's assets (water main);
- 29 o) Appropriately manages any risk of water pollution; and
- 30 p) As appropriate, enables the use of zero emission technology for vehicles supplying the site.
- 31
- 32 3. Proposals may be required to undertake a project level Habitats Regulation Assessment, as
 33 appropriate.
- 34
- 35 4. Renewed use of the railway or river for freight associated with the plant would be particularly
 36 encouraged. ~~as would measures reducing carbon dioxide emissions.~~
- 37
- 38 5. Employment uses other than that associated with the sugar works will be supported only where
 39 they do not prejudice the future of that use (and associated waste operations) and also meet
 40 the above criteria.

41 Constraints and features

- 42 • A prominent riverside location.
- 43 • Flood risk (zones 1, 2 & 3 by EA mapping; zones 1, 2 & indicative 3b by SFRA 2017 mapping).
- 44 • Site is close to SPA, SAC, SSSI and Ramsar designated areas.
- 45 • Public footpaths cross the site.
- 46 • Tree belt along the eastern edge of the track to the river.
- 47 • Cantley Staithe.
- 48 • Near to Reedcutter Pub.
- 49 • The policy area is within the consultation zone of a waste operation associated with the sugar
 50 works.
- 51 • Nearby designated heritage assets, specifically the Langley Conservation Area, and the two
 52 Grade II* Churches of St Botolph at Limpenhoe and St Margaret at Cantley, as well as the grade
 53 II listed Hardley Mill.
- 54 • The discovery of artefacts and the sites of two drainage mills within the area of the sugar
 55 factory, plus the recovery of Iron Age to medieval objects in the wider area, suggests some
 56 areas of the sugar factory have potential to contain undisturbed archaeological remains.
- 57 • A heavy water user and a significant carbon dioxide emitter, although this is recognised by
 58 British Sugar.
- 59 • A water main is within the site area.
- 60 • Cantley Water Recycling Centre has limited capacity

61 Reasoned Justification

62 The Cantley sugar works is a major contributor to the local economy, and supports jobs and
63 agriculture (beet production) over a wide area. Around 120 people are employed on the site, but
64 many more are employed seasonally and in the sugar beet supply chain.

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

70 The works are, though, a major emitter of carbon dioxide within the Broads, and the heavy road
71 freight associated with the works has negative impacts on local residents' amenity, and on highway
72 safety and capacity. The policy recognises that Cantley is a significant emitter of carbon dioxide in
73 the area and seeks betterment and that schemes should be designed with minimal carbon dioxide
74 emissions in mind.

75 Cantley Sugar factory receives substantial amounts of raw material from local farms, requiring
76 substantial amounts of HGV movements. These will be required by law to move to zero-emission
77 vehicles, potentially Battery Electric or Hydrogen powered. As these vehicles may have shorter
78 range than existing diesel vehicles, new refuelling equipment may be needed at the site.

79 ~~The potential for recommencing use of the river and or railway to transport freight to and from the
80 site was explored in the Cantley Transport Feasibility Study.~~ There is potential to use the water for
81 moving goods to and from the site. This would reduce the impact on road travel and as such, the
82 Authority encourages suitable and appropriate use of the river for freight. Although there is no
83 immediate prospect of this being achieved, it remains an aspiration should circumstances permit.

84 Habitats Regulations Assessment identified that any development on the site should be subject to
85 assessment under the Habitats Regulations at the planning application stage ~~site level screening at
86 the planning application stage.~~ This is secured through ~~ensured by~~ the Habitats Regulations and
87 Local Plan policy DM13. The policy also seeks biodiversity enhancements on site and the Biodiversity
88 Enhancements Guide¹ should be used to inform schemes.

89 The risk of water pollution needs to be mitigated where new development is undertaken, and on an
90 ongoing basis to ensure the water environment is protected. The Environment Agency highlights
91 the need to address the risks of water pollution for waterside sites in industrial use.

92 Parts of the site are vulnerable to flood risk (and have experienced flooding), but the precise extent
93 of different levels of risk in the immediate area could not be ascertained by the Broads' SFRA. A site
94 flood risk assessment will be needed to demonstrate the level of the risk associated with any future
95 proposed development.

96 The Authority acknowledges the work undertaken to reduce light pollution, which gained an award
97 in 2010 for sky friendly night-time exterior lighting and restricting light above the horizontal. The
98 requirement to address light pollution remains in the policy to reflect the good dark skies in the

¹ https://www.broads-authority.gov.uk/_data/assets/pdf_file/0016/231055/Biodiversity-guide_18_11_2016.pdf

99 area, particularly when further away from the works. The Authority would like to see further
100 reduction in light pollution to improve the dark skies of the area as a whole.

101 The policy requires improvements in the water efficiency of the site. This is an area that British
102 Sugar have made improvements and seek to do more².

103 Where the policy seeks to address water usage, carbon dioxide emissions and lighting, it is
104 important to note that this does not have to be restricted to the industrial processes; provision for
105 staff such as staff rooms, restrooms etc could be an area that could be improved.

106 Part of the site covered by this policy is near to the Reedcutter Pub and any proposal must ensure it
107 does not negatively impact that pub.

108 **Specific Question xx:**

109 British Sugar have requested that the area to which the policy applies, be extended. The maps that
110 follow show the proposed extension, as well as the existing policy area. **Do you have any specific**
111 **comments on the extension to the area to which this policy applies?**

112 **Reasonable alternative options**

113 Please note that the extension to the policy area is not included as an option as it seems a logical
114 extension and there seems to not be any reason not to include this area as part of the policy area.
115 This area is already an integral part of the functioning of the factory.

- 116 a) The original policy, with no amendments.
117 b) An alternative option could be to have no specific policy relating to Cantley Sugar Beet Factory;
118 any application would be considered using existing policies. To not have a policy is considered a
119 reasonable alternative option in this instance as the various criteria listed are addressed in
120 other policies.

121 **Sustainability appraisal summary**

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

A: No policy	0 positives. 0 negatives. 12 ? Overall, positive.
B: Keep original policy	9 positives. 0 negatives. 2 ? Overall, positive.
C: Preferred Option - amend policy.	10 positives. 0 negatives. 0 ? Overall, positive.

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

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

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

² [Improving Processes to Save Water at British Sugar | Case study](#)

128 Cantley Sugar Beet is an important employment site in the area. It employs many on site, but also in
129 the supply train and servicing of the site. That being said, it is in a prominent area of the Broads,
130 and has its impacts in terms of carbon emissions, transport, water usage and light pollution. By
131 setting out the key considerations, the policy supports appropriate change at the site. The
132 preferred policy is favoured as it emphasises the importance of dark skies, carbon emissions, water
133 usage and transport.

134 This map shows the proposed extension to the policy area.

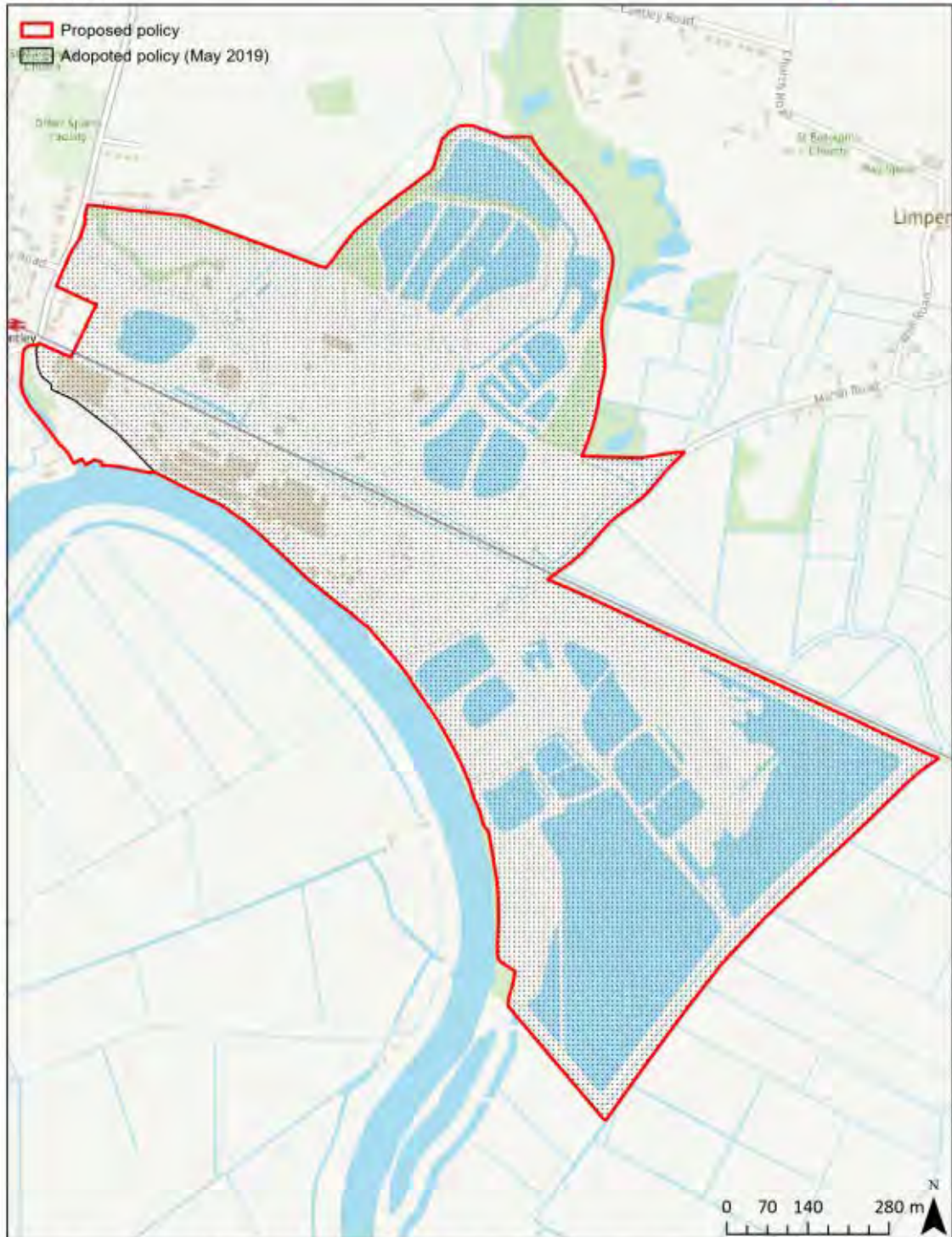


135 This map shows the entire area to which the policy will apply.

CAN1: Cantley (with proposed extension)



Scale: 1:8,000



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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.	+ Refers to impacts on highways capacity and safety.	+ Refers to impacts on highways capacity and safety. Also equipment to enable cleaner fuel use.
ENV2	?		+ Policy refers to water pollution.	+ Policy refers to water pollution. Also seeks efficient use of water.
ENV3	?		+ Seeks to protect designated sites.	+ Seeks to protect designated sites. Also seeks biodiversity enhancements.
ENV4	?		+ Seeks improvements of appearance.	+ Seeks improvements of appearance.
ENV5	?			+ Refers to climate change mitigation, adaptation and resilience.
ENV6	?		+ Policy refers to flood risk.	+ Policy refers to flood risk.
ENV7				
ENV8				
ENV9	?		+ Policy refers to impact on heritage assets and landscape.	+ Policy refers to impact on heritage assets and landscape.
ENV10	?		+ Seeks improvements of appearance.	+ Seeks improvements of appearance.
ENV11	?		+ Policy generally addresses these criteria.	+ Policy generally addresses these criteria. Emphasises carbon emissions and light pollution and refers to clean fuels.
ENV12				
SOC1	?		+ Taken together, the policy intends development to have little impact on amenity.	+ Taken together, the policy intends development to have little impact on amenity.
SOC2				
SOC3				
SOC4				
SOC5	?		? The policy helps guide how the site can change in an acceptable way which may result in additional employment.	? The policy helps guide how the site can change in an acceptable way which may result in additional employment.
SOC6				
SOC7				
ECO1	?	? The policy helps guide how the site can change in an acceptable way which may result in the economy flourishing.	? The policy helps guide how the site can change in an acceptable way which may result in the economy flourishing.	
ECO2				
ECO3				



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Broads Economy – DM27 Farm Diversification

1 Information for Members

2 The following are comments received as part of the Issues and Options consultation in relation to the following questions.

3 [The Local Plan for the Broads: Review - Issues and Options Consultation \(broads-authority.gov.uk\)](https://broads-authority.gov.uk)

4 Farm diversification can assist in making farms more viable and we hope to assist in that. That is why we have policy DM27 Business and Farm
5 Diversification. Question 26: Do you support this policy approach generally?

Question 26	Bradwell Parish Council	We feel that there needs to be more focus on crops to feed the nation, so we are more independent on the effects of international events. So if this means subsidies then so be it.
Question 26	Broads Society	The Society generally supports the current Policy DM27.
Question 26	East Suffolk Council	Appropriate diversification of farming is generally supported by East Suffolk Council. Paragraph 84 of the National Planning Policy Framework states that policies should enable, ‘the development and diversification of agricultural and other land-based rural businesses’. It is agreed that the approach should ensure land is not fragmented and that any diversification is supportive of the existing farm and does not reduce the farm’s overall viability. In accordance with policy DM27 of the Broads Local Plan utilising existing structures where possible is recommended.
Question 26	RSPB	We don’t subscribe to the principle that as a general principle ‘farmers may need to make changes less beneficial to the countryside’. Can you expand or give examples of what this might entail, because as presented this statement appears very open-ended and unregulated? We do not contest the principle of farm diversification making farms more viable, but there need to be limits agreed to ensure a sustainable approach is adopted.

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

- 8 Local Plan. This is not farm diversification but subdivision of the farm holding. Question 27: Do you have any thoughts on this particular issue
 9 (subdivision/fragmentation) in relation to farm diversification? Do you agree that the uses should be linked, so that it remains associated with the farm?

Question 27	Bradwell Parish Council	Bearing in mind my answer above then the purpose should be linked to food production in line with the farms original use.
Question 27	Broads Society	The Society supports the idea that farms should not be fragmented but also feels that other uses not strictly related to the farm could be acceptable as long as they were closely related, locationally, to the existing built form of the farm.
Question 27	East Suffolk Council	East Suffolk Council supports ensuring that farms are not fragmented which helps protect the viability of the wider area. This allows a greater degree of control over the land, avoiding new planning units with inappropriate or disruptive uses. The East Suffolk Council - Suffolk Coastal Local Plan (September 2020) takes a similar approach within Policy SCLP4.7 which requires farm diversification to ensure farming remains the predominant use on the site.
Question 27	East Suffolk Council	The fragmentation of land may have a wider impact on the character of the area (whether positively or negatively). The important landscape character attributes are defined in the Broads Authority Landscape Character Assessment, and it is important to note the strong relationships between the landscape character within East Suffolk as defined in the Waveney District Landscape Character Assessment: https://www.eastsuffolk.gov.uk/assets/Planning/Waveney-Local-Plan/Background-Studies/Landscape-Character-Assessment.pdf . Any adverse character impacts could have cross-boundary impacts.
Question 27	RSPB	Agree with the principle of not allowing subdivision and fragmentation and that all land needs to be managed or 'developed.' There are huge benefits to wildlife in providing a network of locations (fields if you like) which provide rough ground for species such as owls. Not every speck of land needs to be worked. Longer term planning and contribution to the greater good of the landscape should be encouraged.

- 10 Question 28: Do you have any thoughts on requiring supporting viability information for farm diversification projects? What other information may be
 11 required to support applications?

Question 28	Bradwell Parish Council	You definitely need to ask for supporting information on how the diversification project/proposal will enable the farm to be viable.
Question 28	Broads Society	The Society considers that the submission of a viability statement is a great way of getting the applicant to focus on whether or not any proposal is really financially viable and beneficial to them in practical terms.
Question 28	East Suffolk Council	Farm diversification allows for non-agricultural uses ensuring the farms continued viability. This can mean that jobs are retained, and food security is continued. The Broads Authority may wish to note that policy SCLP4.7 of the East Suffolk Council - Suffolk Coastal Local Plan requires similar viability information stating that diversification is supported subject to, 'e) The diversification is supported by detailed information and justification that demonstrates that the proposals will contribute to the viability of the farm as a whole and its continued operation'.

Question 28	East Suffolk Council	In developing a policy approach for this area, the Broads Authority may wish to consider stating that the level of supporting viability information should be of a scale appropriate to the size of development and set out that details of what viability information is appropriate in either the policy or within an appendix.
Question 28	RSPB	Yes, to requiring additional information on viability, especially the time frame for the proposed projects. As stated clearly market trends will play a large part in directing choices about direction of farm business but retention of a set approach for a longer period will offer greater value, except when unforeseen circumstances show the proposed direction of travel is no longer viable.

12 Question 29: Do you have any thoughts on conversion and new build in terms of farm diversification?

Question 29	Bradwell Parish Council	Limit farm diversification so the focus is on availability for food production going forward.
Question 29	Broads Society	The Society would agree that conversion is preferable to new build (particularly in relation to holiday accommodation provision). However, there are site specific instances where new build would be acceptable and should not be ruled out. A criteria based policy which could allow new build would be a better way forward than restricting it totally.
Question 29	Designing Out Crime Officer, Norfolk Police	Norfolk Constabulary will continue to work with the Planning Officers and applicants for any significant new build to encourage and implement Secured by Design standards.
Question 29	East Suffolk Council	It is often beneficial to seek the retention and conversion of an existing building, as opposed to new development, particularly where it ensures the retention of buildings with positive character impact. As the issues and options document states it also potentially reduces the carbon impact.
Question 29	East Suffolk Council	The East Suffolk Council - Waveney Local Plan includes policy WLP8.15 for new self-catering tourist accommodation. The policy states that new permanent self-catered accommodation can be allowed in the countryside where it involves conversion of rural buildings subject to a set of criteria. Were the Broads Authority to take forward a similar approach in the new Local Plan, consideration should be given to how best to ensure tourist accommodation arising from farm diversification can be protected from pressure to become residential over time.
Question 29	East Suffolk Council	The Broads Authority may also wish to note that the Waveney Local Plan includes other policies governing conversion of existing rural building, namely, policies WLP8.11 (to residential use) and WLP8.14 (to employment use).
Question 29	RSPB	New build if construction is shown to have a low or long-term neutral Carbon footprint, and will sit well within the landscape, should be considered. However, conversion of more permanent new build (bricks and mortar) would suggest the developer hasn't fully thought through construction and should be avoided and discouraged. Conversion of existing buildings if done sympathetically, following guidance and design principles should be encouraged.
Question 29	Sequence UK LTD/Brundall Riverside Estate Association	2.70 We would broadly support a policy that allowed for conversion of farm and indeed other buildings to both holiday let and permanent residential. Current policies within the Broads Local Plan do make it more challenging to secure residential and holiday let conversion with a preference for buildings to be first retained in their current use.

		This is out of step with other Local Plan policies and indeed paragraph 80, part c of the Framework and therefore we would welcome policies allowing more straightforward residential and holiday let conversion.
--	--	---

13 Question 30: Do you have any thoughts on this particular issue (cumulative impact of farm diversification projects) in relation to farm diversification?

Question 30	Bradwell Parish Council	The continued focus on diversification is not consistent with the country having self sufficiency in food production.
Question 30	Broads Society	The Society feels that farm diversification should remain a subsidiary element to the overall agricultural function of the business and should not exceed more than 50% of the total business operation.
Question 30	East Suffolk Council	As noted above, East Suffolk Council's view is that proposals for farm diversification should support the viability of the farm which will remain the main, primary use. A continuous loss of farmland to more diverse uses could, on a planning balance, change the primary use and the planning use class meaning it could fail its original objective.
Question 30	Luke Paterson	4. there is discussion around the nature and scale of farm diversification, farm diversification is very important with BPS being REMOVED and the energy crisis effecting farm profitability. Old buildings are not always efficient to heat and may not be as suitable as a new build. I have diversified into tourism and see that this is the direction of travel for my business to maintain its sustainability.
Question 30	Luke Paterson	6. Farmers PD rights should not be curtailed.
Question 30	RSPB	A complete business plan should define whether a particular diversification proposal is sound financially, will be acceptable in terms of design and will have no adverse impact on surrounding land, water, and other interests. It isn't so much a case of whether a single farm has been diversified enough as much as it is the in-combination impact of several adjacent farms diversifying and changing the landscape character. However, even this approach should be given due consideration if the proposed approach is deemed to be more beneficial given prevailing impacts of climate change. The land management activity known to produce the highest release of CO2 into the atmosphere is arable cropping.

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

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

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

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

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

25 **Policy DM27: ~~Business and~~ Farm diversification**

- 26 1. ~~Business or~~ Farm diversification to provide a range of employment uses within established farm holdings
27 will be permitted where:
- 28 a) The uses proposed are complementary in scale and kind and support the original ~~business or~~
29 farm operation;
- 30 b) The uses proposed are compatible with, but evidenced to be subsidiary to, the agricultural
31 operations on a farm, and that the development is operated as part of the overall agricultural
32 holding;
- 33 c) The diversification is supported by detailed information and justification that demonstrates that
34 the proposals will contribute to the viability of the farm as a whole and its continued operation.
35 Information should be of a scale appropriate to the size of development.
- 36 d) The uses proposed in terms of their scale, nature, location and layout do not detract from or
37 prejudice the existing agricultural undertaking or its future operation;
- 38 e) There is no loss of local or visitor facilities;
- 39 f) The proposed uses would not have an unacceptable impact on the local transport network;
- 40 g) Where the proposal involves the re-use of a building formerly used for agricultural purposes, It
41 is demonstrated that the ~~business or~~ agricultural use of the building or the site on which it is
42 located ~~existing building(s) site to be re-used~~ is no longer required for its most recent or other
43 former purpose;
- 44 h) It is in an appropriate location for the proposed use and it is of a scale appropriate to its
45 location;
- 46 i) Scale of activities associated with the proposed use is appropriate to the rural character of the
47 area;
- 48 j) It is of a scale appropriate to the business need; and
- 49 k) The proposal is in accordance with other policies of the Local Plan.
- 50 2. In all cases, regard will be given to the cumulative impacts resulting from the original farm
51 operation and any diversification in place.

52 **New development**

- 53 3. The Authority expects existing buildings to be converted rather than requiring new development. If new
54 build development is required, thorough justification will be required.

- 55 4. New build development (including temporary structures) as part of ~~a business or~~ farm diversification will
56 only be permitted when it can be demonstrated to the satisfaction of the Authority that the diversified
57 use cannot be accommodated through the conversion of an existing building.
- 58 5. Diversification proposals shall not involve a significant amount of new build development.
- 59 6. Any new buildings will need to be fully justified and should relate well to existing buildings or farm
60 group. ~~In the case of farm diversification,~~
- 61 7. Development should be complementary in scale and kind to the main farm operation and site area, and
62 must not prejudice the existing or future agricultural operations.
- 63 8. Any new building (and parking and other structures/storage) must be modest in scale, sited in or
64 adjacent to an existing group of buildings, compatible design and blend into the landscape (design, siting
65 and materials).

66 **Farm shops**

- 67 9. Farm shops will only be acceptable where a significant proportion of the range of goods for sale is
68 produced on the farm.

69 ~~In the case of proposed diversification, redevelopment or change of use of commercial waterside sites,~~
70 ~~including boatyards, development proposals will be determined against Policy DM28.~~

71 Reasoned Justification

72 ~~Rural businesses and~~ Farming ~~are~~ is integral to the long-term sustainability of the Broads. It is of economic
73 value and provides employment opportunities, as well as contributing to managing the special landscape
74 character of the Broads and helping to maintain biodiversity.

75 For these reasons, the Authority recognises the importance of allowing farming enterprises ~~and businesses~~
76 to appropriately diversify and generate new income streams to ensure their continued viability.

77 Nevertheless, it is essential that the diversification of farming ~~and businesses~~ is carefully managed so it does
78 not harm landscape character, adversely affect the original ~~business or~~ farm operation, or have a
79 detrimental impact on the tranquillity of the Broads by resulting in an unacceptable impact on the transport
80 network or unacceptable levels of traffic and noise. Additionally, development proposals that could have an
81 adverse effect on the integrity of a protected site would not be deemed appropriate in accordance with
82 **policy DM13.**

83 To protect the special landscape character of the Broads, the Authority will make sure that existing buildings
84 are used to accommodate the diversification wherever possible. New build development as part of ~~a~~
85 ~~business or~~ farm diversification will only be permitted where it is regarded as the only viable option.

86 Proposals to diversify a ~~business or~~ farm to a tourism use will also be assessed against policy DM29:
87 Sustainable Tourism.

88 If a proposal is considered in the context of this policy to potentially have an effect on an internationally
89 designated site, then it will need to be considered against the Habitats Regulations and a project level
90 Appropriate Assessment undertaken.

91 At the time of writing, changes to the Permitted Development Rights in relation to agriculture land uses
92 were being consulted on. The proposed amendments to Permitted Development may result in further
93 changes to this policy.

94 Applications need to be accompanied by full details of the farm business and information on how
95 the diversification will help the farm business.

96 In terms of viability requirements set out in the policy, the Authority's Viability Guide will be of
97 relevance¹. Applications should be accompanied by a viability statement, completed by an
98 independent chartered surveyor. The level of detail and type of evidence and analysis presented
99 should be proportionate to the scale and nature of the site and/or property in question. The
100 statement will be independently reviewed, entirely at the applicant's expense.

101 Policy **DMxx** on Sustainable Tourism may be of relevance to proposals.

102 Camping, glamping and other 'light touch' accommodation types have become popular in recent
103 years. They are often presented as minimal or 'low impact' forms of development, however whilst
104 the tents, yurts or other structures may have a sense of impermanence around them, these sites
105 usually require some form of permanent infrastructure to support the use (for example toilet and
106 shower facilities, mains connections and parking areas), and these tend to have a more significant
107 impact on the character and appearance of an area. Furthermore, they remain when the tents and
108 other lightweight structures are removed at the end of the season, so introduce a form of
109 permanent development which contrasts with the 'light touch' accommodation they support. It is
110 important to consider the cumulative impacts of tourism and recreation proposals on landscape
111 character, nature conservation value and local transport movement.

112 **Reasonable alternative options**

- 113 a) No policy
114 b) The original policy, with no amendments.

115 **Sustainability appraisal summary**

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

118

A: No policy	0 positives. 0 negatives. 7 ?
B: Keep original policy	5 positives. 0 negatives. 0 ? Overall, positive.
C: Preferred Option - amend policy.	7 positives. 0 negatives. 0 ? Overall, positive.

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

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

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

¹ https://www.broads-authority.gov.uk/_data/assets/pdf_file/0019/407404/Marketing-and-Viability-SPD.pdf

123 The amended policy is preferred because it provides clarification and addresses matters that have
124 arisen over the last few years when dealing with such applications.

125 **UN Sustainable Development Goals check**

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

8 DECENT WORK AND
ECONOMIC GROWTH



9 INDUSTRY, INNOVATION
AND INFRASTRUCTURE



11 SUSTAINABLE CITIES
AND COMMUNITIES



12 RESPONSIBLE
CONSUMPTION
AND PRODUCTION



127
128

129 **Sustainability Appraisal**

130 SA objectives:

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

165

166 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 impact on highways network.	+	Policy refers to impact on highways network.	
ENV2							
ENV3							
ENV4	?			+	Policy considers impact on landscape character.	+	Policy considers impact on landscape character.
ENV5							
ENV6							
ENV7	?					+	Policy emphasises the use of existing buildings.
ENV8							
ENV9							
ENV10	?					+	Policy refers to the design and location of development.
ENV11							
ENV12							
SOC1							
SOC2							
SOC3							
SOC4							
SOC5							
SOC6							
SOC7							
ECO1	?		+	Fundamentally, the policy relates to employment land.	+	Fundamentally, the policy relates to employment land.	
ECO2	?		+		+		
ECO3	?		+		+		



**Local Plan for the Broads - Review
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HOV3 – Station Road, Hoveton

1 **Information for Members**

2 In liaison with the site promoter, the policy has been changed to refer to mixed uses rather
3 than specific uses. It is felt that given the location of the King's Arms Public House nearby, a
4 residential use, as was included in the original policy, was not an appropriate land use in
5 that location.

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.

6 **Policy HOV3: Brownfield land off Station Road, Hoveton**
7 **(see following map)**

8 1. The site is allocated for mixed uses that are appropriate to the site's village centre
9 location that is next to the river as well as next to a public house. ~~With regard to the~~
10 ~~former Waterside Rooms and the building next to the King's Head, the~~The Authority
11 would welcome a comprehensive scheme that covers ~~both areas~~ the entire site to
12 deliver a mixed-use scheme that takes advantage of this waterside location within the
13 centre of the village and offers environmental and visual improvements.

14 ~~The following sites are allocated for the following uses:~~

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

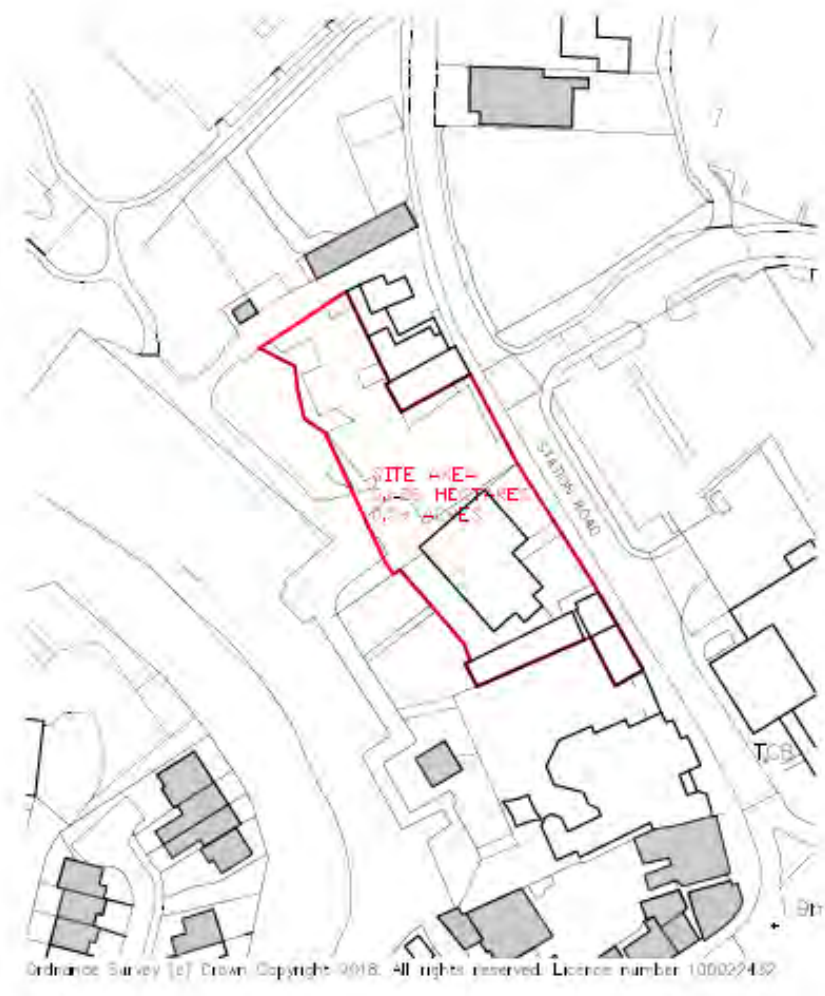
- 18 ~~b) Former Waterside Rooms is allocated for A3 and A4 land uses (land use class order 1987~~
19 ~~as amended). Retail and an element of residential, in particular affordable housing, may~~
20 ~~be acceptable.~~
21 ~~c) Building next to the King's Head pub is allocated for holiday accommodation.~~
- 22 2. Proposals for this site off Station Road will need to address each of these criteria:
- 23 a) A mix of uses that are appropriate to the location that strengthen the attractiveness of
24 the village centre;
- 25 b) Careful consideration will be given to the design, scale and layout of any redevelopment
26 and potential additional impacts on nearby land uses;
- 27 c) Improve opportunities for public access to the river;
- 28 d) Improve connections and intervisibility between Station Road, the site and the river;
- 29 e) Proposals must enhance the appearance of the area, including the public realm;
- 30 f) Proposals must reinforce the relationship with the already established riverside walk;
- 31 g) Part of the site is ~~sites are~~ at risk of flooding and the type, siting and layout of
32 development will need to take account of this in conformity with national policy;
- 33 h) Appropriate measures to manage any risk of water pollution arising from development
34 are required to be put in place;
- 35 i) Proposals to provide car parking must be thoroughly justified and if the need is proven,
36 must be well designed;
- 37 j) Be designed to be energy and water efficient;
- 38 k) Incorporate the trees and hedges around the site (see policy **PODMxx** on Trees, Shrubs
39 and Hedges);
- 40 l) To reflect the riverside location of the site, policy **DMxx** on dark skies and light pollution
41 will be of relevance; and
- 42 m) Development proposals will conserve and where appropriate enhance the setting of the
43 nearby Wroxham Bridge Scheduled Monument.
- 44 3. The Authority acknowledges that due to its construction and poor condition, it is likely
45 that the former Waterside Rooms building will need to be demolished. The Authority
46 seeks the retention of the other buildings between the former Waterside Rooms and
47 King's Head on Station Road and the former coach buildings to the rear of the King's
48 Head building and would welcome a scheme for their refurbishment and re-use. See
49 policy **PODMXXX** on embodied carbon.
- 50 4. **Project Level Habitats Regulation Assessments will be needed to assess implications on**
51 **sensitive European Sites. ~~Measures to mitigate for the effects of new growth may be~~**
52 **~~required, such as the provision of good quality on-site green infrastructure to mitigate~~**
53 **~~for recreational disturbance.~~ If there is a residential element or overnight**
54 **accommodation element to proposals for the site, proposals will need to mitigate**
55 **recreation impacts, nutrient enrichment and may need to provide Biodiversity Net Gain.**

56 Constraints and features

- 57 • Near to Wroxham Bridge, a Scheduled Ancient Monument.
- 58 • Land next to the King's Head pub is partly in flood risk zones 2 and 3 according to EA
- 59 mapping and former Waterside Rooms and former Broads Hotel Cottage site are partly

60 within flood zone 2 again according to EA mapping. SFRA 2017 mapping shows some in
61 zone 2 and very small parts of the allocation in 3a.

- 62 • Station Road and the footpath along the river run either side of these sites, which are
63 en-route from the car parks at Hoveton and the railway station.
- 64 • Popular area for boats to moor.
- 65 • Successful King's Head pub nearby.
- 66 • Former Broads Hotel site is in North Norfolk (this site has been cleared of buildings, but
67 vegetation has grown back) linked to the Broads Hotel Cottage site.
- 68 • Potential for archaeological remains associated with the use of the adjacent River Bure.
- 69 • Protected trees on site.
- 70 • [The site is in the Norfolk RAMs area.](#)
- 71 • [The site is in scope in relation to Nutrient Enrichment.](#)



72 Reasoned Justification

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

77 The site off Station Road, Hoveton ~~three sites allocated in Hoveton are close to each other~~
78 ~~along Station Road. Two of the sites~~ contains buildings that are either derelict ~~or~~
79 ~~demolished or and the third site is~~ underused and boarded up or have been demolished.

80 ~~It is anticipated that development could take up to 15 years to complete. The housing~~
81 ~~element could be completed sooner, perhaps by the end of 2023.~~

82 a) Former Broads Hotel Cottage site

83 ~~This site was linked with the Broads Hotel across the road. On behalf of North Norfolk~~
84 ~~District Council, it was demolished soon after the hotel, because it was unsafe. The policy~~
85 ~~requires the site to be used for food and drink, with the potential for retail and residential~~
86 ~~use as part of a mixed-use scheme to reflect the central village location. Affordable housing~~
87 ~~in particular would be welcomed.~~

88 b) Former Waterside Rooms

89 ~~This~~ The former Waterside Rooms is a former public house which has been closed since the
90 mid 1980's and has fallen into disrepair. It is visible from both Station Road and the river,
91 ~~and has been derelict for some time and can be viewed from the water,~~ thus detracting
92 from what is otherwise a popular and well-maintained area of Hoveton riverside. The policy
93 seeks regeneration of this site. Demolition and redevelopment of this part of the site could
94 be acceptable. Any scheme will need to be of the highest quality of design to reflect the
95 prominent waterside location and the nearby collection of buildings associated with the
96 King's Head pub, also part of this policy. ~~The Authority would wish to see food and/or drink~~
97 ~~premises, retail or holiday accommodation. Some market residential could be acceptable as~~
98 ~~part of a mixed-use scheme. Affordable housing in particular would be welcomed.~~

99 c) Buildings next to the King's Head pub

100 ~~This~~ The building next to the King's Head pub is an interesting building with heritage value
101 and has great potential for improvement and to be brought back into a beneficial use. ~~to be~~
102 ~~improved and brought into better use.~~ The site could provide some holiday accommodation
103 to compensate for the loss of the former Broads Hotel on Station Road, which was
104 demolished and the site redeveloped for car parking. The buildings are ~~of heritage value,~~
105 considered to be locally significant heritage assets ~~although not nationally or locally listed,~~
106 and make an important ~~significant~~ contribution to the street scene and riverside at Hoveton.
107 The Authority seeks to retain and reuse them, allowing the positive visual and heritage
108 contribution they make to be enhanced ~~retained.~~ ~~This could be in isolation or as part of a~~
109 ~~wider scheme for the Station Road area.~~ This building and the former Waterside Rooms are
110 under the same ownership and a comprehensive scheme for the two sites considered
111 together would be welcomed. This could also address the car parking at the pub, and the
112 courtyard could be brought into better use to reflect its waterside location.

113 Potential scale of residential development

114 ~~The Authority has presumed in its housing trajectory that the Waterside Rooms could~~
115 ~~accommodate around 6 dwellings, although across the three sites, there could be scope for~~
116 ~~more dwellings.~~

117 Other considerations

118 The policy lists some considerations relevant to the [site](#) ~~three sites~~, and other policies of the
119 Local Plan are likely to be of relevance.

120 This area is very prominent, both from the river and from Station Road. Many people walk
121 past these sites between [either](#) the car park ~~or~~ [and](#) the station to the village centre, [or](#) along
122 the river or by the road. Design, and how proposals fit with the public realm in the area, is of
123 great importance.

124 This end of the village has many car parking spaces, with more on the other side of the
125 railway, and the Authority is aware that some people would like to see more car parking in
126 this area of the village. Any proposals for car parking for public use must be thoroughly
127 justified through a car park assessment undertaken at peak times over a suitable time
128 period, assessing weekend and weekdays. The proposals also need to be well designed, with
129 safety a key factor.

130 [The policy highlights the need for the scheme to ensure Biodiversity Net Gain in line with](#)
131 [policy xxx. The scheme may also need to mitigate recreation impacts and this is most easily](#)
132 [done through paying the GI RAMS tariff as well as mitigate nutrient enrichment, depending](#)
133 [on the uses developed on site.](#)

134 **Reasonable alternative options**

- 135 a) No policy
- 136 b) The original policy, with no amendments.

137 **Sustainability appraisal summary**

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

A: No policy	0 positives. 0 negatives. 15 ?
B: Keep original policy	12 positives. 0 negatives. 0 ? Overall, positive.
C: Preferred Option - amend policy.	15 positives. 0 negatives. 0 ? Overall, positive.

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

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

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

143 The amended policy is preferred because it reflects better the early thinking of the scheme
144 promoter for the sites. It also reflects the riverside location, the need for public access as
145 well as referring to biodiversity and habitats regulation assessment issues.

146 **UN Sustainable Development Goals check**

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

8 DECENT WORK AND
ECONOMIC GROWTH



11 SUSTAINABLE CITIES
AND COMMUNITIES



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.	+	The site is centrally located with good access to public transport.	+	The site is centrally located with good access to public transport.
ENV2	?		+	The policy refers to water quality.	+	The policy refers to water quality and water efficiency.
ENV3	?				+	The policy refers to need to consider impacts on biodiversity and potentially provide BNG.
ENV4	?		+	The policy seeks improvements to this area of the Broads.	+	The policy seeks improvements to this area of the Broads.
ENV5	?				+	Policy refers to energy efficiency.
ENV6	?		+	The policy refers to the schemes proposals needing to reflect the flood risk on site.	+	The policy refers to the schemes proposals needing to reflect the flood risk on site.
ENV7	?		+	This is brownfield land. The reasoned justification accepts demolition of one of the buildings, but seeks retention of another building.	+	This is brownfield land. The policy accepts demolition of one of the buildings, but seeks retention of another building.
ENV8	?		+	The reasoned justification accepts demolition of one of the buildings, but seeks retention of another building.	+	The policy accepts demolition of one of the buildings, but seeks retention of another building. Not demolishing the site would prevent waste from being produced.
ENV9	?		+	The policy refers to the Schedule Monument nearby.	+	The policy refers to the Schedule Monument nearby.
ENV10	?		+	Design is important for this scheme in this location and the policy reflects that.	+	Design is important for this scheme in this location and the policy reflects that.
ENV11	?				+	Policy refers to light pollution.
ENV12						
SOC1						
SOC2						
SOC3						
SOC4						
SOC5	?	+	Uses discussed in the policy are likely to result in job creation.	+	Uses discussed in the policy are likely to result in job creation.	
SOC6	?	+	The site is located centrally.	+	The site is located centrally.	
SOC7						
ECO1	?	+	The policy is likely to result on	+	The policy is likely to result on job	
ECO2	?	+	job creation and benefit the	+	creation and benefit the local	
ECO3	?	+	local economy.	+	economy.	



**Local Plan for the Broads - Review
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Sites Specifics - STOKESBY

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 POSTO1 Land adjacent to Tiedam, Stokesby

Policy Map x https://www.broads-authority.gov.uk/_data/assets/pdf_file/0026/259271/19.-STOKESBY.pdf

1. Land at Tiedam, Stokesby is allocated for ~~up to a maximum of~~ four dwellings.
2. Residential development proposals on this site will be permitted, providing that:
 - i) The scheme delivers a selection of housing types and sizes agreed with the Parish Council, Great Yarmouth Borough Council and Broads Authority;
 - ii) The layout, density, form and design strengthen the rural character of the village and reinforces local distinctiveness and landscape character and proposals are in conformity with the Design Guide (or successor document);
 - iii) The mature hedgerows and trees, including the mature oak tree on the site, are retained as an integral element of any scheme in perpetuity; ~~and~~
 - iv) The amenity of residents both adjoining the site and the access to the site are protected;
 - v) The scheme addresses light pollution; and
 - vi) The scheme provides biodiversity net gain (in line with policy **xx**) and mitigates recreation impacts (through the GI RAMS tariff or equivalent mitigation).
3. Development proposals shall be accompanied by:
 - a) A palette of materials that complement and reflect the local vernacular;
 - b) A detailed landscaping scheme that incorporates the existing planting on the site, provides suitable boundary planting using native hedgerow and plant species, and creates areas of open space, to retain a spacious and green character within the site appropriate for a rural village;

- 22 c) Confirmation that there is adequate capacity in the water recycling centre (sewage treatment
23 works) and the foul sewerage network to serve the proposed development. Proposals shall also
24 set out the methodology for the disposal of surface water and demonstrate that they will not
25 have an adverse impact on groundwater in terms of quality and quantity;
- 26 d) A written methodology for the protection of the oak tree on the site during and after
27 construction in accordance with British Standard 5837:2012 (Trees in relation to design,
28 demolition and construction – Recommendations) as amended;
- 29 e) Details of the vehicular access to site including visibility splays, access width and formation to
30 adequately service the number of vehicles associated with the scale of development proposed;
- 31 f) Appropriate habitat and protected species surveys undertaken immediately prior to the
32 submission of any planning application; and
- 33 g) Details of permanent biodiversity enhancements to be incorporated into the dwellings and the
34 landscaping strategy to include, for example, swift nests and bat roosts.

35 **Constraints and features**

- 36 • EA mapping and SFRA 2017 mapping Flood Risk Zone 1.
- 37 • Riverside pub nearby.
- 38 • Neighbouring dwellings.
- 39 • Access and visibility splay and private road access
- 40 • Large Oak tree on site (TPO).
- 41 • Located on edge of medieval and post medieval village and close to green (as shown by Faden's
42 1797 map) - it therefore has potential to contain medieval and/or post medieval settlement
43 remains.
- 44 • Artefacts from a range of periods have been found in the vicinity.
- 45 • [Area has good to very good dark skies](#)
- 46 • [The site is in the Norfolk RAMs area.](#)
- 47 • [The site is NOT in scope in relation to Nutrient Enrichment.](#)

48 **Reasoned justification**

49 [The site received planning permission in 2022, but at the time of writing has not been completed.](#)

50 Stokesby is an attractive settlement in the Broads, centrally located and easy to access from the
51 water. It is one of the few settlements in the Broads where the majority of the settlement is in the
52 Broads Authority Executive Area.

53 The site was promoted through the Preferred Options stage of the [2019](#) Local Plan and
54 subsequently assessed [and allocated](#). ~~While the settlement has a lack of services and facilities¹ that
55 could lead to reliance on single occupancy car use by occupiers of the dwellings, other
56 considerations come into play. This includes Great Yarmouth Borough's approach to new dwellings
57 in such villages, the site having few constraints, and the Housing Planning White Paper² which
58 refers to potential support for small infill development in rural areas enabling villages to thrive. This
59 is discussed in the Site Assessment.~~

¹It has a shop, pub, village hall, play area and moorings according to the Settlement Study. https://www.broads-authority.gov.uk/_data/assets/pdf_file/0034/416599/Final-settlement-study-Feb-2022.pdf

²[Planning for the future \(publishing.service.gov.uk\)](#) 2020

60 The site will be largely hidden ~~discreet~~ from the majority of the village although ~~but~~ adjacent to
61 development on Croft Hill and Mill Road, to rear gardens of those properties. Given the constraints
62 of the site and the existing pattern of development in the village, it is considered that around four
63 modest dwellings might be accommodated on the site. Consideration should be given to the
64 existing form of development, both immediately adjacent and in the wider settlement. Semi-
65 detached forms or small terraces could be employed, both of which feature prominently within the
66 village. Care should be taken with the detailed design so the insertion contributes positively to the
67 village and its continued development over time. A palette of materials should be considered that
68 complements the existing settlement or contrasts to it in a complementary manner. As always,
69 quality in terms of design, detailing, and materials will be critical in achieving a finished product
70 that positively contributes to the character of the settlement.

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

74 Proposers are required to engage early with the Broads Authority and Parish Council on the issues
75 of mix of uses, site layout and design. Great Yarmouth Borough Council's Housing Team also needs
76 to be engaged in relation to the type of and size of dwellings needed in the area. In determining the
77 housing to be delivered on site, the applicant should consider if the provision of serviced self-build
78 and custom build plot(s) and/or the provision of starter homes is possible on this site.

79 The design of the development shall meet the requirements of the Design Guide and design policy
80 xx.

81 Further, to reflect the site's location at the edge of the settlement, proposals will need to meet the
82 requirements of policy DM22 as the Stokesby area generally has good to very good dark skies.

83 There may be a requirement for an evidence based, project level HRA, to inform the proposal.

84 It is anticipated that the dwellings could be delivered by the end of ~~2021~~ 2024.

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

88 **Reasonable alternative options**

89 a) An alternative option would be to keep the original policy (other than amending text relating to
90 numbers as well as adding reference to BNG, GI RAMS and NN) and not mention light pollution
91 within the policy itself.

92 Another option would be to not have a policy and not allocate the site, but this site has planning
93 permission and so that is not deemed a reasonable alternative.

94 **Sustainability appraisal summary**

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

A: Keep original policy (other than amending text relating to numbers as well as adding reference to BNG, GI RAMS and NN).	6 positives. 2 negatives. 1 ? Despite the negatives, there are benefits to allocating the site, as set out in the supporting text. Also, this scheme has permission and so this policy is included in case the applicant wished to change anything about the scheme.
B: Preferred Option - amend policy to improve reference to light pollution (and add reference to BNG, GI RAMS and NN).	7 positives. 2 negatives. 1 ? Despite the negatives, there are benefits to allocating the site, as set out in the supporting text. Also, this scheme has permission and so this policy is included in case the applicant wished to change anything about the scheme.

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

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

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

100 The stronger wording relating to light pollution is favoured when compared to the original to
101 ensure the dark skies of the Broads are protected in this edge of settlement location. The other
102 changes relating to numbers, BNG, GI RAMS and NN are factual.

103 **UN Sustainable Development Goals check**

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

11 SUSTAINABLE CITIES
AND COMMUNITIES



105

106 **Sustainability Appraisal**

107 SA objectives:

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

142 Assessment of policy

		A: Keep original policy (other than updating the text relating to dwelling numbers and reference to BNG, NN and GI RAMS).		B: Amend policy to improve reference to light pollution (and adding/updating text relating to dwelling numbers and reference to BNG, NN and GI RAMS).
ENV1	?	The access into the site could be an issue that needs addressing.	?	The access into the site could be an issue that needs addressing.
ENV2				
ENV3	+	Scheme would need to provide Biodiversity Net Gain – so positive. Note that GI RAMS and potentially Nutrient Neutrality mitigation would be required, but that would be neutral impact.	+	Scheme would need to provide Biodiversity Net Gain – so positive. Note that GI RAMS and potentially Nutrient Neutrality mitigation would be required, but that would be neutral impact.
ENV4	+	Seeks to retain hedgerows and mature trees. Policy refers to character of the village.	+	Seeks to retain hedgerows and mature trees. Policy refers to character of the village.
ENV5				
ENV6				
ENV7	-	Land is greenfield land.	-	Land is greenfield land.
ENV8				
ENV9				
ENV10	+	Importance of design emphasised.	+	Importance of design emphasised.
ENV11			+	Makes specific reference to light pollution
ENV12				
SOC1	+	Seeks the protection of the amenity of neighbours.	+	Seeks the protection of the amenity of neighbours.
SOC2				
SOC3				
SOC4	+	Would contribute to housing need in the Borough.	+	Would contribute to housing need in the Borough.
SOC5				
SOC6	-	Few facilities provided in the village.	-	Few facilities provided in the village.
SOC7				
ECO1	+	More dwellings could result in support of the local businesses.	+	More dwellings could result in support of the local businesses.
ECO2				
ECO3				



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

Sites Specifics - TROWSE AND WHITLINGHAM

1 **Information for Members**

2 **Whitlingham Charitable Trust and Crown Point Estate would like the area to which the policy**
3 **applies to be extended. The maps later in this document show the proposed additional area. It is**
4 **proposed to have a specific question in the Preferred Options to ask stakeholders and the public**
5 **their thoughts on this extension.**

6 To help with amending and drafting this policy, Whitlingham Charitable Trust and Crown Point
7 Estate were asked for any thoughts they have, via their Planning Agent.

8 The responses received are summarised below.

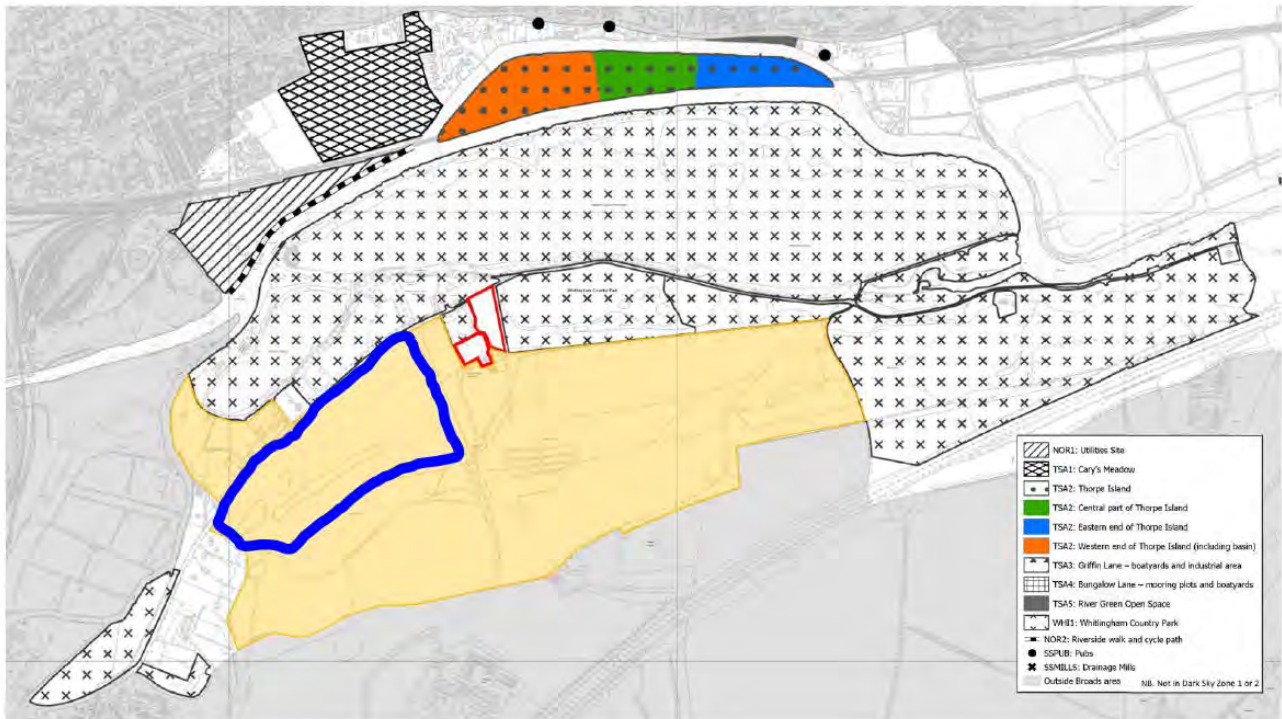
9 1: Expand area to include area in red

10 The current policy area 'excludes half of the Parks' Quarry Car Park, the workshop and store area
11 used by the Park's Rangers, and all of the adjacent block of woodland (an area principally used by
12 the Park as an education area)' – shown red on the map below.

13 2: Expand area to include area in yellowy/beige

14 The yellow area is another suggested addition to the policy area. Crown Point Estate consider that
15 this will help enable the delivery of their vision which could be summarised as a transition out of
16 agriculture and, in particular, intensive arable cropping, and a shift towards a more leisure and
17 ecology-focussed use of the land. In particular:

- 18 • Increasing managed public access,
- 19 • Restoration of historic parkland,
- 20 • Improving opportunities for biodiversity
- 21 • Developing the leisure, tourism and small-scale commercial offer,
- 22 • Providing a space, supported by suitable facilities, for the quiet enjoyment of the residents of
23 Norwich, the Broads and South Norfolk



24 They go on to say: ‘This proposed amendment would retain the high level of protection required
 25 within the sensitive landscape of the Broads, but reflect the fact Whittingham Country Park and
 26 surrounding land occupy a unique position within the Broads area, providing informal open space
 27 and recreational facilities for the population of the city of Norwich. The expanded policy area would
 28 make it clear that both the Country Park and the adjacent land should be managed to provide
 29 recreation and quiet enjoyment on land and water, supported by scenic landscape and wildlife
 30 habitat’.

31 **3: Policy changes**

32 With regards changes to the policy wording, only a small change to the title and introductory
 33 paragraph are required in order to emphasise that the policy applies to the Park plus adjacent land,
 34 as identified in the accompanying policy map.

35
 36 Please note that this amendment was considered through the HELAA assessment (that went before
 37 Planning Committee in September 2023) and the assessment generally supported the change.

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.

38 **Policy POWHI1: Whitlingham Country Park plus adjacent land**

39 **Policy Map - see map previously in this document**

- 40 1. Whitlingham Country Park will continue to be managed to provide recreation and quiet
41 enjoyment on land and water, supported by scenic landscape and wildlife habitat.
- 42 2. Further development of buildings and facilities and sustainable recreation, leisure and
43 appropriate visitor uses within the Country Park and areas adjacent to it (see Policies Maps),
44 which contribute to these aims will be supported where they:
- 45 a) Are of high-quality design and materials;
- 46 b) Contribute positively to the river valley landscape and the setting of the Crown Point Registered
47 Park and Gardens;
- 48 c) Ensure no loss of parkland character;
- 49 d) Avoid a proliferation of buildings in the area, and provide for shared use of these buildings
50 where practicable;
- 51 e) Improve provision for cycling and pedestrians (including convenient and well-designed cycle
52 parking);
- 53 f) Maximise access by water and public transport;
- 54 g) Do not generate levels or types of traffic which would have adverse impacts on safety and
55 amenity on Whitlingham Lane and the wider road network;
- 56 h) Have assessed and addressed the impact of the proposal on existing uses, users or activities
57 (on land and water) and on the quiet enjoyment of the area;
- 58 i) Provide bio-security measures;
- 59 j) Provide biodiversity enhancements;
- 60 k) Ensure retention of woodland in the area;
- 61 l) Contribute to the health and wellbeing of users;
- 62 m) Address light pollution (see policy DMxx);
- 63 n) As appropriate, link to the East Norwich Regeneration Area;
- 64 o) protect existing nesting sites from disturbance resulting from an increase in access and
65 recreational use;
- 66 p) Do not impact Anglian Water Services assets in the area;

- 67 q) Improve the visitor experience; and
68 r) Support the sustainable management of the Park.
- 69 3. The area marked in blue with yellow fill on the proposals map will be left open, with no
70 buildings.
- 71 4. Any proposals that affect/relate to car parking in the area need to be thoroughly justified and
72 based on assessment of the use of the car parks.

73 **Constraints and features**

- 74 • Area is adjacent to the Whitlingham Marshes Local Nature Reserve.
- 75 • Flood risk (mainly zone 3, some zones 1 and 2, by EA mapping; mainly zone modelled 3b, some
76 1, 2 & 3a, by SFRA 2017 mapping).
- 77 • Much of the land area is a registered park and garden
- 78 • Adjacent and close to the ~~Deal Ground and Utilities Site~~ East Norwich site which ~~are areas~~ is
79 allocated for development and change by Norwich City Council and the Broads Authority.
- 80 • [Anglian Water Services assets in area](#)

81 **Reasoned Justification**

82 Whitlingham Country Park provides an area for quiet recreation, despite being so close to Norwich.
83 Typical activities include walking, cycling, sailing and supervised open water swimming. There are
84 also play areas, and a visitor centre and café in the Barn.

85 This policy reflects the importance of the Park to the Broads and local community, and encourages
86 further enhancement of its facilities, while also setting out the constraints and considerations to
87 address. [The policy covers areas adjacent to the Country Park by the request of the landowners in order to support their vision of greater recreation use of the wider area.](#)
88

89 'Biosecurity' means taking steps to make sure that good hygiene practices are in place to reduce
90 and minimise the risk of spreading invasive non-native species. The types of water uses at
91 Whitlingham Country Park range from rowing boats to canoes. These boats can be removed from
92 the water and taken to other water bodies. Users should be aware of the good practice of 'check,
93 clean and dry' to help stop the spread of invasive aquatic species. Of particular relevance is policy
94 DM3 on boat wash down facilities.

95 The Authority's guide on biodiversity enhancements may be viewed here: [http://www.broads-](http://www.broads-authority.gov.uk/planning/planning-permission/design-guides)
96 [authority.gov.uk/planning/planning-permission/design-guides](http://www.broads-authority.gov.uk/planning/planning-permission/design-guides)

97 The Park is a unique recreation offer close to Norwich. It is accessed by Whitlingham Lane, where
98 there are residential dwellings and other recreation offers. The policy aims to make sure that levels
99 of traffic will not impact on safety or amenity, and seek improvements for pedestrians and cyclists
100 to the Park. Any proposals for changes to the car parking provision on site need to be fully justified,
101 using up-to-date assessments of the use of the existing car parks to determine the need for more
102 parking.

103 Tawny owls and ground nesting birds currently occupy land within the extension area and are likely
104 to be negatively impacted by the potential increase in recreational disturbance resulting in a
105 biodiversity loss. The impact needs to be understood, considered and mitigated.

106 Buildings will be specifically excluded from the area marked blue outline with yellow fill on the
107 map; this is to reflect the openness of the land here and that there are extensive and sequential
108 views along Whitlingham Lane which contribute to an understanding of the wider landscape.

109 Anglian Water Services have water supply and water recycling network assets within the proposed
110 extension area, which are protected by easements and should not be built over. Given the small-
111 scale nature of development and the focus on enhancing biodiversity and recreation opportunities,
112 any connections or diversion requirements would be dealt with at the application stage when/if
113 development proposals come forward.

114 **Specific Question xx:**

115 Whitlingham Charitable Trust and Crown Point Estate have requested that the area to which the
116 policy applies, be extended. The maps that follow show the proposed extension, as well as the
117 existing policy area. **Do you have any specific comments on the extension to the area to which**
118 **this policy applies?**

119 **Reasonable alternative options**

- 120 a) Keep the original policy
121 b) Amend the policy.
122 c) No policy

123 **Sustainability appraisal summary**

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

A: Keep original policy	9 positives. 0 negatives. 0 ? Overall positive.
B: Preferred Option - amend policy	10 positives. 1 negatives. 0 ? Overall positive.
C: No policy	0 positives. 0 negatives. 10 ?

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

126 According to recent Annual Monitoring Reports, the policy has been used and the application was
127 in conformity with the policy.

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

129 Given the unique offer in this area as well as the area's various attributes and constraints, a policy
130 seems logical. The amendments seek to strengthen the policy as well as make it clearer. The
131 additional area has been assessed through the HELAA and is deemed acceptable.

132 **UN Sustainable Development Goals check**

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

3 GOOD HEALTH
AND WELL-BEING



15 LIFE
ON LAND



134 **Sustainability Appraisal**

135 SA objectives:

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

		A: Keep original policy	B: Preferred Option	C: No policy
ENV1	+	Impact of proposals on the highway is a consideration in the policy.	Impact of proposals on the highway is a consideration in the policy.	?
ENV2				
ENV3	+	Policy refers to enhancing biodiversity.	Policy refers to protecting and enhancing biodiversity.	?
ENV4	+	Policy seeks to protect the park character and refers to the historic park and garden status of the site.	Policy seeks to protect the park character and refers to the historic park and garden status of the site.	?
ENV5	+	Policy seeks to promote walking and cycling and use of public transport.	Policy seeks to promote walking and cycling and use of public transport.	?
ENV6				
ENV7	+	Policy seeks the sharing of any buildings.	Policy seeks the sharing of any buildings.	?
ENV8				
ENV9	+	Policy seeks to protect the park character and refers to the historic park and garden status of the site.	Policy seeks to protect the park character and refers to the historic park and garden status of the site.	?
ENV10	+	Generally, the policy criteria emphasise good design.	Generally, the policy criteria emphasise good design.	?
ENV11			Policy refers to light pollution.	?
ENV12				
SOC1	+	Policy refers to health and wellbeing.	Policy refers to health and wellbeing.	?
SOC2				
SOC3				
SOC4				
SOC5				
SOC6				
SOC7				
ECO1				
ECO2				
ECO3	+	The use of the area is for recreation.	The use of the area is for recreation.	?

Not having a policy does not mean that these issues will not be considered or addressed. A policy does however provide more certainty.

Planning Committee

13 October 2023

Agenda item number 12

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
APP/E9505/C/22/3301919 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

Application reference number	Applicant	Start date of appeal	Location	Nature of appeal/ description of development	Decision and dates
BA/2022/0021/UNAUP2 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
BA/2021/0490/FUL 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
BA/2021/0295/FUL 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 submitted 20 March 2023

Application reference number	Applicant	Start date of appeal	Location	Nature of appeal/ description of development	Decision and dates
BA/2017/0006/UNAUP1 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
BA/2022/0309/COND 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.
BA/2022/0144/FUL 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 Appeal allowed 22 September 2023

Application reference number	Applicant	Start date of appeal	Location	Nature of appeal/ description of development	Decision and dates
BA/2023/0001/ENF 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
BA/2022/0416/FUL 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
BA/2023/0004/UNAUP2 APP/E9505/C/23/3322890 and APP/E9505/C/23/3322949	Jeanette Southgate and Mr R Hollocks	Appeals received by the BA 24 and 26 May 2023 Appeal start dates 27 and 29 June 2023	Berney Arms Inn	Appeal against enforcement notice - occupation of caravan	Committee decision 31 March 2023 LPA Statements submitted 9 August and 11 August 2023

Application reference number	Applicant	Start date of appeal	Location	Nature of appeal/ description of development	Decision and dates
BA/2023/0012/HOUSEH APP/E9505/W/23/3326671	Mr M Anwar	Appeal received by the BA 26 July 2023 Start date awaited.	Broadswater House, Main Road, Ormesby St Michael	Appeal against refusal of planning permission – Single storey flat roof, side/rear extension. Timber fence to boundary. Erection of cart lodge.	Delegated decision 5 May 2023

Author: Cheryl Peel

Date of report: 29 September 2023

Background papers: BA appeal and application files

Planning Committee

13 October 2023

Agenda item number 13

Decisions made by officers under delegated powers

Report by Senior Planning Officer

Summary

This report sets out the delegated decisions made by officers on planning applications from 05 September 2023 to 28 September 2023 and Tree Preservation Orders confirmed within this period.

Recommendation

To note the report.

Parish	Application	Site	Applicant	Proposal	Decision
Barton Turf And Irstead Parish Council	BA/2023/0295/COND	Cox Boatyard Staithe Road Barton Turf Norfolk NR12 8AZ	Mr E Bishop	Amended design of office. Allow delivery of boats by HGVs. Variation of conditions 1 & 13 of permission BA/2022/0118/COND	Approve Subject to Conditions

Parish	Application	Site	Applicant	Proposal	Decision
Horning Parish Council	BA/2023/0232/HOUSEH	Willowcroft Ropes Hill Horning Norfolk NR12 8PB	Callum Yates	Installation of a detached timber outbuilding	Approve Subject to Conditions
Horning Parish Council	BA/2023/0319/FUL	Percival Boats Ltd Ferry Corner Ferry Road Horning Norfolk NR12 8PS	Percival Boats Ltd	Replacement of 570m of quay heading in timber (Part retrospective)	Approve Subject to Conditions
Hoveton Parish Council	BA/2023/0297/LBC	Church Farm House Horning Road Hoveton Norfolk NR12 8NY	Mr Piers Blofeld	Install wood burner & chimney alterations	Approve Subject to Conditions
Hoveton Parish Council	BA/2023/0310/HOUSEH	Wildwood Brimbelow Road Hoveton Norfolk NR12 8UJ	Mr Anthony O'Neil	Replacement like for like wooden quay heading and erection of a wooden garden arbour 'Breeze House' in natural timber with wooden shingle roof	Approve Subject to Conditions

Parish	Application	Site	Applicant	Proposal	Decision
Hoveton Parish Council	BA/2023/0254/FUL	Kings Head Hotel Station Road Hoveton Norfolk NR12 8UR	Mrs Helen Binns	Erection of single storey side extension, pergola and external bar servery; new external fire escape, laying of new surface to existing hard surfaced area and installation of timber posts to accommodate festoon lighting	Approve Subject to Conditions
Rollsby Parish Council	BA/2023/0299/HOUSEH	6 Belle Vue Terrace Main Road Rollsby Norfolk NR29 5EG	Mr & Mrs Peter & Karen Monument	Single-storey flat roof rear extension	Approve Subject to Conditions
Thorpe St Andrew Town Council	BA/2023/0304/FUL	Land To The South Of Griffin Lane Thorpe St Andrew Norwich	Sequential Investors Ltd & Housing 21	Works to create a swale to discharge into a watercourse on land south of Griffin Lane	Approve Subject to Conditions
Thorpe St Andrew Town Council	BA/2023/0294/LBC	18-22 Town House Hotel Yarmouth Road Thorpe St Andrew Norwich Norfolk NR7 0EF	Miss Tracy Homer	2x sided lozenge signs under existing pictorial signs. 1x wall mounted panel sign	Approve Subject to Conditions

Parish	Application	Site	Applicant	Proposal	Decision
Thorpe St Andrew Town Council	BA/2023/0201/ADV	18-22 Town House Hotel Yarmouth Road Thorpe St Andrew Norwich Norfolk NR7 0EF	Miss Tracy Homer	2x sided lozenge signs under existing pictorial signs. 1x wall mounted panel sign.	Approve Subject to Conditions

Tree Preservation Orders confirmed by officers under delegated powers

Parish	Address	Reference number	Description
N/A			

Author: Cheryl Peel

Date of report: 29 September 2023