

Broads Authority
25 July 2013
Agenda Item No 14

APPENDIX A

Broads **Local Plan** **Local Development Framework**



Proposed Site Specific Policies

Development Plan Document

Second Publication.

Part 1 - Text

To be read in conjunction with accompanying Part 2 - Proposed Policies Maps

Published for Comment

Thursday 1st November to 5pm Thursday 13th December 2012
Monday 15 July to 4pm on Friday 13 September 2013.

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Accompanying documentation

Proposed Policies Maps (*Part 2 of the Proposed DPD*)

Sustainability Appraisal (& SEA) Report

Habitats Regulations Assessment Report

Equalities Impact Assessment

Statement of Consultation and Responses Received during First Publication

TSA2 Topic Paper

Comment [NB1]: Change made since Planning Committee

Abbreviations

The following abbreviations may be used in this document:

BA	Broads Authority
CA	Conservation Area (<i>protected area of special architectural or historical value</i>)
CWS	County Wildlife Site
EA	Environment Agency (<i>usually here reference to the EA's Flood Risk Maps</i>)
DPD	Development Plan Document (<i>adopted policy with statutory development plan status. May also now be referred to as the Local Plan, or part thereof</i>)
GNDP	Greater Norwich Development Partnership
HRA	Habitats Regulations Assessment (<i>also known as Appropriate Assessment</i>)
LDF	Local Development Framework
LNR	Local Nature Reserve
LPA	Local Planning Authority
NE	Natural England
NPPF	National Planning Policy Framework (<i>national planning policies</i>)
p.d.	permitted development (<i>rights to undertake certain minor development without express planning consent</i>)
Ramsar	Ramsar site (<i>international wetland conservation designation</i>)
SA	Sustainability Appraisal
SFRA	The Strategic Flood Risk Assessment for the Broads
SSSI	Site of Special Scientific Interest (<i>national nature conservation designation</i>)
SAC	Special Area of Conservation (<i>European nature conservation designation</i>)
SPA	Special Protection Area (<i>European wild bird habitat conservation designation</i>)
SPD	Supplementary Planning Document (<i>adopted planning policy without development plan status</i>)
WFD	Water Framework Directive

ABOUT THIS DOCUMENT

About this document

This Site Specifics Development Plan Document (DPD) is a Planning Policy Document and the policies within it will inform and guide decisions by the Broads Authority. In the document, sites are allocated in different areas of the Broads for different uses. The policies set certain requirements that development proposals on these sites should address.

Consultation to date

To date, this document has undergone public consultation on four occasions:

- i. *Initial Stage Consultation*: the consultation ran from 11 March to 3 May 2011. Consultees were asked to suggest what should be included in the DPD.
- ii. *Draft Policies Stage*: the consultation ran from 23 February to 5 April 2012. Consultees were asked if they agreed or not with the choice and detail of the draft policies and the provisional rejection of other policies.
- iii. *Additional Consultation for West Somerton*: 15 May to 31 May 2012. A simple survey was completed to provide the Authority with a broad measure of local support for amending the development boundary.
- iv. *Pre-submission Consultation (first publication)*: 1 November to 13 December 2012. The document was published for comments relating to its soundness.

Explanation for the delay in the submission

It was intended to submit the Site Specifics DPD in early spring 2013

However, there are on-going legal proceedings with regard to a site at Thorpe Island, which may affect the proposed policy for that site (TSA2). Awaiting the outcome of these proceedings delayed the submission of the DPD.

Due to the proceedings experiencing further delay it has been decided to remove TSA2 from the DPD in order that the submission process is no longer delayed.

Changes since the first Publication DPD

This document has changed since the first Publication document consulted on in November and December 2012. The changes are summarised as:

- policy TSA2 has been removed from this Sites Specifics DPD;
- spelling and grammar issues have been amended;
- some wording has been amended to make the messages clearer;
- minor mistakes or inconsistencies in the DPD which we have since identified have been corrected;

- text has been updated to reflect changes over the last year or so (for example the East of England Plan has been abolished);
- some responses received as part of the first Publication of the DPD (1 November to 13 December 2013) have been addressed;
- introduce XNS9 Development Boundaries, for clarification and,
- some presentation improvements to the Policies Maps have made them more user friendly.

Comment [NB2]: Change since Planning Committee

To make the changes obvious to the reader, this document is a marked up version as follows:

- Text to be removed will be struck through and highlighted in yellow: ~~removed text.~~
- Text to be added will be red and highlighted in yellow: **added text**

The Broads Authority will submit both versions so the Planning Inspectorate is aware of the document that was published and what it should look like with the changes incorporated.

This 'second' Publication DPD

This document is the pre-submission version of the Broads Sites Specifics Policies Development Plan Document. It is effectively a second publication of the DPD for the reasons set out above. Publication is a requirement of the Town and Country Planning (Local Planning) (England) Regulations 2012. These regulations state the following:

Publication of a local plan

19. Before submitting a local plan to the Secretary of State under section 20 of the Act, the local planning authority must—

(a) make a copy of each of the proposed submission documents and a statement of the representations procedure available in accordance with regulation 35, and

(b) ensure that a statement of the representations procedure and a statement of the fact that the proposed submission documents are available for inspection and of the places and times at which they can be inspected, is sent to each of the general consultation bodies and each of the specific consultation bodies invited to make representations under regulation 18(1).

The amended SA and HRA

The Sustainability Appraisal (incorporating Strategic Environmental Assessment) has assessed the changes since the first publication version. The Habitats Regulation Assessment has also been updated to assess these changes. Both of these documents are published for comment alongside this second publication version of the Sites Specifics DPD.

About this consultation

The document is open for comment on its soundness between 9am on Monday 15 July 2013 and 4pm on Friday 13 September 2013. The Broads Authority appreciate that this

period covers the entire school summer holidays, but have ensured that there are three weeks in total either side of the school holidays (as set out on the term calendar produced by Suffolk and Norfolk County Council) to give the public ample opportunity to respond. The consultation runs for approximately nine weeks in total.

How to comment

In accordance with regulation 35 of the Town and Country Planning (Local Planning) (England) Regulations 2012, this document is available to view in the following ways:

Electronic version of this document is available here:

<http://www.broads-authority.gov.uk/planning/future-planning-and-policies/site-specific-policies-dpd.html>

Hard copies are on display here, during normal opening hours:

Acle Library	Broadland District Council Office, Thorpe Road, Norwich
Beccles Library	Great Yarmouth District Council Offices, Town Hall
Brundall Library	North Norfolk District Council Offices, Holt Road, Cromer
Bungay Library	Norwich City Council, City Hall
Cromer Library	South Norfolk Council Offices, Swan Lane, Long Stratton
Great Yarmouth Library	Waveney District Council, The Marina Customer Service
Loddon Library	Centre, Lowestoft
Lowestoft Library	Norfolk County Council, County Hall, Norwich
Oulton Broad Library	Suffolk County Council, Endeavour House, Ipswich
Norwich Millennium Library	
Wroxham Library	

Broads Authority Offices, Yare House, 62-64 Thorpe Road, Norwich
Whitlingham Visitor Centre, Whitlingham Lane, Trows
How Hill Tourist Information Centre, Ludham, Toad Hole Cottage Museum
Hoveton/Wroxham Tourist Information Centre, Station Road

Comment [NB3]: Change since Planning Committee

Comments can be submitted in the following ways:

1: Email

PlanningPolicy@Broads-Authority.gov.uk (preferred approach)

2: Write to:

Planning Policy
Broads Authority
Yare House
62 to 64 Norwich Road
Norwich
NR1 1RY

If you have any queries, please call 01603 756050

What happens to your comments?

All comments received within the consultation dates are read and recorded on a database held by the Broads Authority, together with the Authority's response. Comments will be made publicly available in a schedule of responses, together with the name of the organisation or individual respondent (Nb. Personal contact details are not published or passed to any third parties). Some responses to this consultation could lead to some modifications to the DPD, but this is not guaranteed as the Authority may not agree with a comment or there may be other reasons not to make changes to reflect the nature of the comment. Where the Authority does not intend to change the DPD to reflect a comment, we will state why this is in the published schedule of responses.

If, on reviewing the comments, no fundamental soundness objections are raised, the Authority will submit the DPD and supporting documents to the Planning Inspector.

What if you have commented before?

If you submitted comments on the pre-submission consultation (first publication) DPD in November-December 2012, please read this second publication version of the DPD to check whether your comments are reflected. If you consider this not to be the case, please resubmit your comments.

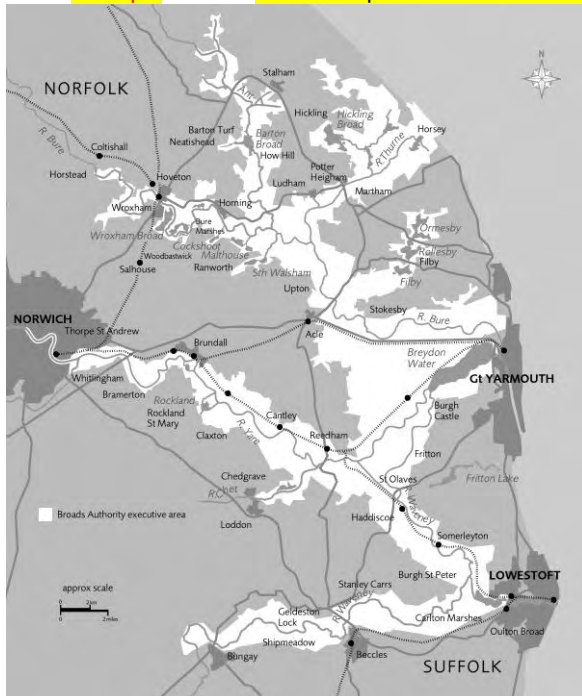
We have also published a report alongside this DPD that shows what was said in response to consultation on the First Publication DPD and the Broads Authority's response (Representations to Broads Second Site Specifics Pre-submission Publication (1st Nov to 13th Dec 2012) with Broads Authority responses available on the Planning pages of the Broads Authority website).

1 INTRODUCTION

1.1.1 The Site Specific Policies **Development Plan Document (DPD)** provides policies for individual sites and areas in the designated Broads area where the policy is something different, or additional, to the Broads Core Strategy and Development Management Policies **DPDs**. These policies are intended to guide the plans of developers and landowners, and form the basis of decisions on planning applications.

1.2 The Broads and The Broads Authority

1.2.1 The Broads area is an internationally important wetland and a nationally designated protected landscape of the highest order, part of the family of UK National Parks. The designated Broads **Executive area, which covers parts of Norfolk and Suffolk**, is shown in white in **Map 1** below. **It includes parts of both Norfolk and Suffolk.**



Map 1 - The designated Broads area (shown in white).

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1.2.2 The Broads Authority is a Special purpose Statutory Authority set up by Parliament to manage the Broads for the benefit of the nation established under the Norfolk and Suffolk Broads Act 1988. It has a statutory duty to manage the Broads for three specific purposes, none of which takes precedence:

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

1.2.3 All public bodies and personages also have a legal duty to have regard to these purposes in carrying out their duties affecting the area.

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

- ***the national importance of the Broads as an area of natural beauty and one which affords opportunities for open-air recreation;***
- ***the desirability of protecting the natural resources of the Broads from damage; and***
- ***the needs of agriculture and forestry and the economic and social interests of those who live or work in the Broads.***

1.2.5 Alongside its other duties, The Broads Authority is the local planning authority for the Broads, and is responsible for producing and updating the Broads Local Plan (formerly Local Development Framework) which guides development in the area and is used in determining (and for deciding) planning applications here). The Broads Executive Area includes parts of Broadland District, South Norfolk District, North Norfolk District, Great Yarmouth Borough, Norwich City and Waveney District. The councils for those areas do not have planning powers in the Broads area, but retain all other local authority powers and responsibilities. Norfolk County Council and Suffolk County Council are each the county planning authority for part of the Broads, with responsibilities including minerals and waste planning.

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

1.2.7 The government wishes to see all relevant bodies with an influence on the management of the Broads working towards the achievement of its Vision for the English National Parks and the Broads¹, namely viz -

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

- There are thriving, living, working landscapes notable for their natural beauty and cultural heritage. They inspire visitors and local communities to live within environmental limits and to tackle climate change. The wide-range of services they

¹ English National Parks and the Broads: UK Government Vision and Circular 2010

provide (from clean water to sustainable food) are in good condition and valued by society.

- Sustainable development can be seen in action. The communities of the Parks take an active part in decisions about their future. They are known for having been pivotal in the transformation to a low carbon society and sustainable living. Renewable energy, sustainable agriculture, low carbon transport and travel and healthy, prosperous communities have long been the norm.
- Wildlife flourishes and habitats are maintained, restored and expanded and linked effectively to other ecological networks. Woodland cover has increased and all woodlands are sustainably managed, with the right trees in the right places. Landscapes and habitats are managed to create resilience and enable adaptation.
- Everyone can discover the rich variety of England's natural and historic environment, and have the chance to value them as places for escape, adventure, enjoyment, inspiration and reflection, and a source of national pride and identity. They will be recognised as fundamental to our prosperity and well-being.

1.2.8 The Broads **is a low-lying wetland mosaic landscape is a wet, low-lying complex** of flooded former peat workings ('broads') of various sizes, river channels, reed swamp, fen, carr woodland and drained grazing marsh, with some arable cultivation.

1.2.9 Traditional settlements are on slightly higher ground, with extensive areas of reedbeds, grazing marsh and some woodland in the floodplain. There is no particular building vernacular, but the traditional villages tend to have a variety of surviving older buildings of considerable quality or interest, usually clustered near a staithe, either on a river or connected to it by dyke (canal), and surrounded by more modern housing of no particular distinction.

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

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

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

1.2.13 Tourism is the mainstay of the Broads economy. The Broads and surrounding area (excluding Norwich City and Great Yarmouth) received around 7.1 million visitors in 2010. The tourist economy of the area was estimated at £437 million, and directly supported more than 6,000 jobs². Much of this tourism is water related with ~~There are around 11,000 private boats on the Broads and 12,500 hire boats~~ around 12,500 boats on the Broads (in 2011, 10,941 private craft and 1,585 hire craft) but many people also enjoy also bird-watching, walking, angling, and just being near the water, and people just enjoying being near the water. Hence boatyards and other waterside businesses are both critical to the enjoyment of the special qualities of the area. They are also important to the economy of the area and to local employment in their own right. Although day visits to the Broads predominate, provision of holiday accommodation is very important, as is the variety of types and locations of such accommodation.

1.2.14 The local economy is, however, not entirely tourism related. Agriculture is the predominant business use in terms of area, and though not so in terms of numbers employed or monetary value, it has a critical role in maintaining the landscape and its scenic and environmental value. A range of other businesses are located in the Broads. These tend to be small scale and service related, but a notable exception is the large sugar beet processing plant at Cantley.

1.2.15 The resident population of the area is only around 6,000 persons. Living in the Broads, particularly close to the water, is highly prized, and this is reflected in local house prices. Local communities strongly identify with the area, and value its special qualities.

1.2.16 The Broads is one of Europe's most important wetlands for biodiversity and nature conservation. Essentially a freshwater ecosystem made up of meandering rivers interconnecting beautiful expanses of shallow water known as 'The Broads'. The surrounding habitats include botanically rich fens, home to the rare Swallowtail butterfly, Norfolk Hawker dragonfly and the Bittern. The invertebrate and bird rich wet woodlands, grazing marshes with their network of unique aquatic plant and animal ditch communities, makes the Broads one of the most wildlife rich areas in the family of national parks.

1.2.17 This great importance for biodiversity is reflected in the Broads records indicating:

- 11,067 species in total
- 19% of total designated species in the United Kingdom, and 26% of the UK's Biodiversity Action Plan species, occurring in an area only 0.4% of the United Kingdom.
- 1,519 priority species, and particularly large numbers of priority bird species – 85% of Red, and 94% of Amber, designated UK Bird species.
- Nineteen Global Red Data Book species
- A very wide range within taxonomic groups: e.g. 403 species of beetle, 251 species of fly and 179 species of moth.
- 66 Broads Speciality species: 14 species entirely, and 17 largely, restricted to the Broads in the UK, and 35 with its primary stronghold in the area.

² STEAM Report: Volume and Value of Tourism in the Broads 2010/11

1.2.18 However, the Broads is a fragile wetland, and has come under increasing pressure from a variety of sources, including development, in the last century. Habitat loss and fragmentation, nutrient enrichment and pollution of waterways, and increasing threats from non-native species and rising sea levels associated with climate change, have seen a decline in species and habitats. The Broads Plan and the Broads Biodiversity Action Plan commits the Authority and its partners to halting and reversing this decline in species and habitats in the Broads.

1.3 Background to this document

1.3.1 As the local planning authority for the designated Broads area (see Map 1, above) the Broads Authority is required to keep up to date the development plan for the area. This will, upon adoption of the Site Specific Policies DPD, be comprised of three separate but complementary documents. (Two of these three documents are already adopted, and the Site Specific Policies document is the third.) These documents and policies all address the period up to 2021.

Core Strategy (adopted 2007). Sets the overall strategic approach to development and the use of land in the Broads over the period to 2021. Contains general policies about the type of development and conservation that should take place.

Development Management Policies (adopted November 2011). Provides detailed policies for dealing with different types of application for planning permission anywhere in the Broads.

Site Specific Policies. Provides (once adopted) policies related to specific areas to promote or control development, e.g. development boundaries; allocations of land for development; and/or protection of valuable specific buildings, uses or spaces.

1.3.2 The 'Proposed Site Specific Policies DPD' contains policies which, after careful consideration and taking account of the responses to public consultation, the Broads Authority now proposes to adopt. The document is being published to allow any further comments to be made. Any such comments will be passed to an independent planning inspector who will examine whether the Site Specific Policies DPD is 'sound' and legally compliant. In the light of this the inspector will decide whether the Broads Authority can formally adopt the document, and if so whether any changes must first be made.

1.3.3 The Site Specific Policies are intended to apply for the period 2013 to 2028 and were drafted with this period in mind. However, none of the policies are such that they identify an outcome to be achieved within a specified timeframe. They mainly identify criteria which are to be applied until these policies are replaced, and this includes the allocations of land for housing. In the case of such allocations, they are permissive in the sense that they indicate that a particular use is acceptable in principle in order to achieve environmental or other benefits. It should be noted that the strategic policies of the Broads Plan and Broads Core Strategy, and the regional spatial strategy (East of England Plan) do not plan as far forward as this document, but in the context of the area's national status, statutory purposes, and range of constraints, this is judged unlikely to be a problem. If the strategy

for the area does change such as to render these Site Policies obsolete it would be open to the Authority to review them and if appropriate replace or abandon them.

1.3.4 Work on the Site Specific Policies began in late 2010. Public consultation was held from 11th March to 3 May 2011, and from 23rd February to 5th April 2012. On the first occasion interested parties were asked for their suggestions as to what should be included in a Site Specific Policies document for the Broads, and on the second to comments on the Authority's assessment of the issues and options involved, and its provisional choice of draft policies and rejected options. For each of these two rounds of consultation around 670 separate letters were sent out to statutory bodies such as parish and district councils, and to individuals and organisations who had previously expressed an interest in the Broads development issues and the Local Development Framework (now Local Plan). In addition notices were placed in newspapers, announcements made on the Authority's website and in various meetings and forums, and posters supplied to a large number of libraries and council offices in the area.

1.3.5 Suggestions and comments were received in response to both these consultations from respondents including parish councils, landowners, special interest groups and individual members of the public. The responses have been taken into account in the preparation of this document, and were considered by the Authority and its Planning Committee before deciding which sites and policies to include in this document.

1.4 The Basis of the Site Specific Policies

1.4.1 The objectives for the Site Specific Policies DPD are

To give effect to the Broads Core Strategy by identifying specific sites or areas for special treatment, including -

- 1. Identifying which settlements within the Broads meet the criteria of Core Strategy Policy CS18 for the concentration of development.**
- 2. Defining settlement boundaries for the above settlements to give effect to Core Strategy Policy CS18 and provide certainty for the application of DMPDPD Policies DP14, DP18, DP 21, DP22, DP23, DP24, DP25, & DP26.**
- 3. Promoting development, change and activities which help deliver the needs and ambitions identified in the Core Strategy through the allocation of sites or areas for specific purposes or the application of specific criteria for their future change.**
- 4. Avoiding harm to interests identified in the Core Strategy through the application to specific sites or areas of policies promoting conservation of their existing features, uses or other value.**

1.4.2 The intention has been to provide policies where, in the view of the Authority, it was desirable to say something more than, or different from, the existing policies of the Core Strategy and Development Management Policies. Particular emphasis has been given to

identify what the Authority is trying to achieve on a particular site, rather than prescriptive criteria to be applied mechanistically.

1.4.3 **Development Plan Documents** Local development plans documents are expected to be compatible with the National Planning Policy Framework. At the heart of the National Planning Policy Framework is a 'presumption in favour of sustainable development'. The Framework states that

'For plan-making this means that:

- *local planning authorities should positively seek opportunities to meet the development needs of their area:*
- *Local Plans should meet objectively assessed needs, with sufficient flexibility to adapt to rapid change, unless*
 - *Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or*
 - *Specific policies in this Framework indicate development should be restricted (For example, those relating to.... the Broads.)³*

1.4.4 The Authority is guided in its development plan preparation by the Broads Plan 2011 (the **strategic** management plan for **the Broads**~~this nationally designated area~~), and also by 'English National Parks and the Broads: UK Government Vision and Circular 2010' and the National Planning Policy Framework.

1.4.5 In preparing the plan regard has also been given to a wide range of other plans and strategies at international, national, regional, county and local levels. **These include the regional spatial strategy, the East of England Plan (and the Government's stated intention to abolish this), and eight sustainable community strategies which each cover a part of its area.**

1.4.6 The overall approach to the site specific policies is one which conserves the special features and qualities of the Broads, and which recognises the importance of the area both locally and nationally. The NPPF states that the Broads has the highest status of protection of its landscape and scenic beauty. It also states great weight should be given to conserving landscape, scenic beauty, wildlife and cultural heritage in the Broads.

1.4.7 Sustainable development in the Broads is, in the view of the Broads Authority, that which strengthens and respects the purposes for which it was designated, i.e.

- ***Conserving and enhancing the natural beauty, wildlife and cultural heritage of the Broads;***
- ***Promoting opportunities for the understanding and enjoyment of the special qualities of the Broads by the public; and***
- ***Protecting the interests of navigation.⁴***

And which takes into account the considerations also mentioned in the Norfolk and Suffolk Broads Act:

- *the national importance of the Broads as an area of natural beauty and one which affords opportunities for open-air recreation;*

³ NPPF, Policy 14.

⁴ Norfolk and Suffolk Broads Act 1988,

- *the desirability of protecting the natural resources of the Broads from damage; and*
- *the needs of agriculture and forestry and the economic and social interests of those who live or work in the Broads.*

1.4.8 The ‘conservation’, ‘enjoyment’ and ‘navigation’ are sometimes perceived as being in conflict. The Broads Authority recognises there can be tensions between these purposes, but believes these can, with careful management, be not just compatible but mutually supportive.

1.4.9 The Site Specific Policies seek to identify development opportunities which provide synergies between these purposes. Where such synergies are not available development is promoted in such a way that one (or two) of the purposes can be strengthened, but in such a way (location, scale, design, for instance) that the other(s) are not adversely affected.

1.4.10 It is fully recognised that this approach places some limitations on development which are more restrictive than that in some other contexts ~~(though sometimes greatly exaggerated)~~. However, the Authority firmly believes this is entirely appropriate, and that its carefully conserved (though not preserved) environment, wildlife and navigation is for the greater good, not just in terms of the statutory broads purposes, but also in terms of

- the quality of life, and physical and mental health, of those who live in or near the Broads, or who visit from further afield; and
- its value to employment and the economy, and especially the tourist industry, within and around the Broads.

2 APPROACH TO COMMON ISSUES

2.1.1 **Note that** The individual site specific policies do not attempt to deal with every issue that may be relevant to the site. The policies represent what is different, or additional, to what is in the Core Strategy and Development Management Policies, or where particular emphasis needs to be given to a particular issue.

2.1.2 Each settlement and each site specific policy has its own specific issues and considerations, and these are dealt with under the policies sections later in the document. There are also a number of key issues that affect and inform a range of options across the Broads. As the general strategy for the planning of the area has already been set in the Broads Core Strategy, these relate not so much to the intended outcomes of policy, but how this can be achieved or approached through site specific policies.

2.2 *Flood Risk*

2.2.1 The NPPF requires local plans to take account of climate change over the longer term, including flood risks. New development should be directed away from areas of flood risk, and opportunities taken to reduce existing flood risks. This DPD is, in accordance with the NPPF, supported by a Strategic Flood Risk Assessment, and takes account of advice from the Environment Agency (EA).

2.2.2 The boundary of the designated Broads area generally follows the extent of the flood plain of the area's rivers, so most of it is at serious risk of flooding. Over 80% of the area is in flood risk zone 3 (according to both the Broads SFRA and the EA flood risk maps). National planning policy in relation to development and flood risk has tightened considerably in recent years.

2.2.3 There was very little built development here, save isolated marshmens' cottages and wind pumps/mills, prior to the growth in the Broads holiday industry in the late 19th and early 20th century. Much of the development that did take place then was deliberately located on the river, to enjoy its amenities, and to support and exploit the demand for boating. Periodic flooding would occur, but was probably generally more acceptable than now. There are therefore a large number of buildings and uses which would not be allowed to be introduced for the first time today because of flood risk policy.

2.2.4 Removal of these is neither feasible, because of the costs and various ownerships involved, nor desirable, because of their importance to the enjoyment of the Broads and the sustenance of navigation. Riverine flooding in the Broads is common, and usually involves very modest depths and gentle flows. This does lead to a widespread acceptance of flooding, and a belief among some that national flood risk policy is not well attuned to the situation in the Broads. However, flooding in the Broads has not always been as benign as this, and in any case the general risk of flooding is expected to increase through the impacts of climate change.

2.2.5 Of particular note in relation to this is the risk of coastal inundation. The coastline fringing the Broads (part within the designated area) is very vulnerable and has been

breached on a number of occasions over centuries. The vulnerability of **the coast is expected** to such breaches is expected to increase through the combined effects of anticipated climate change and continued isostatic rebound. The Shoreline Management Plan for the area⁵ envisages the current coastal defences being maintained for a further period of 50 years. However, there does remain work to be done to determine whether this will remain financially and practically feasible for the whole of that duration. Without these defences, the risks to parts of the Broads could be severe, and a potentially huge area adversely affected. The Broads Authority is currently engaged with neighbouring authorities and the Environment Agency in developing understanding and projects for the management of the coast, but this work is insufficiently advanced at present to feature directly in the Site Specific Policies, and likely to inform a future round of development plan and policy preparation for the Broads.

2.2.6 The challenge for the Site Specific Policies DPD is to avoid creating additional development at risk of flooding, while enabling development to adapt to changing circumstances and seeking opportunities to reduce flood risk through changes in design, siting, or uses.

2.2.7 The Core Strategy and Development Management policies, together with the NPPF, are considered generally adequate to address these matters. Site **Specifics** Policies in this document refer to flood risk only where it is considered there is some particular sensitivity or importance to flood risk arising from the site, the development on it, or the combination of the two, to which attention should be drawn or particular consideration given.

2.3 Water Quality

2.3.1 Water quality in the Broads is critical to the area's value for wildlife, and to its appeal for recreation and navigation. The NPPF and Broads Core Strategy emphasise the importance of enhancement of the natural environment and avoidance of water pollution.

2.3.2 The marked deterioration in water quality in the middle of the 20th century was one of the concerns that lead to the establishment of the Broads Authority. Since the 1980's the Broads' water quality has been significantly improved by a series of projects by the Authority and its partners. Much research has taken place to identify the causes of the deterioration and the potential for improvements. Effort has been focused on reducing the sediment and nitrate enrichment from agricultural **run off**, and phosphate enrichment from sewerage. The rivers of the Broads flow first through some of the most industrialised and heavily settled parts of Norfolk. There have been identified impacts and risks from historic industrial and boat anti-fouling pollution, often trapped in sediment.

2.3.3 The very large scale ~~of~~ growth of housing and other development planned for the areas upstream of the Broads presents a major challenge. The Broads Authority has worked with its neighbouring planning authorities and the EA on the Greater Norwich Development Partnership Water-Cycle Study to assess the risks and seek satisfactory arrangements for the foul and surface water drainage, and the increased water abstraction, associated with such development.

⁵ Shoreline Management Plan 6 - Kelling Hard to Lowestoft Ness (2011)

2.3.4 There is a growing awareness of the links between water quality and the well-being of designated habitats and species in the Broads. Work under the Water Framework Directive is expected to develop both this understanding and the measures needed to effect improvements.

2.3.5 The principal water quality issues in relation to the Site Specific Policies are identifying those sites or uses which have a particular potential to harm, or to contribute to an improvement in, water quality. Otherwise, the Core Strategy and Development Management Policies are considered adequate to generally deal with these issues.

2.4 Housing Provision

2.4.1 The NPPF and ministerial statements have generally emphasised the importance for delivering more housing, and the need for local plans to identify, and deliver against, local housing needs⁶. However, the NPPF also recognises that the Broads is an area in which development should be restricted; that great weight should be given to its landscape, scenic beauty, wildlife and cultural heritage; and that meeting such needs will not be appropriate where this undermines the delivery of its policies overall or specific policies such as those for the Broads⁷. The 2010 UK Government Vision and Circular on the National Parks and the Broads states that 'the Government recognises that National Parks and the Broads areas are not suitable locations for unrestricted housing, and does not therefore provide general housing targets for them'.

2.4.2 The Broads has no housing delivery targets or identified need for additional housing within the area. The regional spatial strategy, the East of England Plan, allocates levels of housing provision during the plan period to each of the local planning authorities in the region. Although the Government has announced its intention to abolish the regional strategies, these currently remain part of the development plan for the area. The regional spatial strategy allocates no housing growth to the Broads area for the period.

2.4.3 The Government statements above recognise This takes into account the national and regional importance of the Broads its landscape, wildlife, and recreational role, and the severe constraints to growth in the area, particularly in terms of flood risk and the limited accessibility of most of the area Broads.

2.4.4 The NPPF suggests that local planning authorities should identify the housing need for their areas, and plan to meet it⁸. The Broads Authority (like the national park authorities), differs from local planning authorities which are councils in that it is not also a housing authority. In the case of the Broads, its area is a tiny fragment of each of six housing authority areas. The fragmented nature of residential use in the Broads area, mainly consisting of small parts of settlements predominantly in other planning authority's areas, together with the paucity of data collected or published in relation to the Broads

⁶ NPPF Section 6, etc.

⁷ NPPF, paras 14 (incl. footnote 9) & 115

⁸ NPPF Section 6

boundaries, means that these areas are more practically considered, for housing purposes, as part of the wider districts, borough and city within which they lie.

2.4.5 Even if an assessment of the housing need in the Broads were meaningful or practicable, it would be unlikely to indicate a great level of need. The population of the Broads is only around 6,000, and is predominantly elderly. (It has an older age structure than the adjacent districts, the two counties it lies within, England, and all of the English national parks in being at the 2001 census.) There is a relatively high proportion of owner occupation, and proxy indicators suggest that the population is generally relatively wealthy (though no doubt there are exceptions). Thus the need for housing arising from the population of the Broads is likely to be very small. Where there is such need, it can usually best be met by provision outside the designated Broads area, perhaps even only metres away, where there is not the same flood risk and where ~~it~~ development can take place without impinging on the nationally important features and qualities of the Broads.

2.4.6 In practice, a small number of 'windfall' dwellings (often restricted to holiday use) are usually granted planning permission in the Broads each year, typically as a result of conversion or redevelopment of industrial or agricultural buildings.

2.4.7 The practice among the councils around the Broads has been for them each to assess the housing needs for the whole of their administrative areas (including those parts within the Broads). They then plan to meet the whole of their housing target ~~(whether or not mediated through the regional planning process)~~ wholly within their planning areas and outside the Broads. No provision is required from ~~the~~ Broads, but where dwelling permissions are granted within the Broads, these are counted towards the district/borough/city council's target. The Broads Authority is in discussions with the relevant authorities to produce a memorandum of understanding which formalises this arrangement ~~following in anticipation of~~ the demise of the regional spatial strategy.

2.4.8 By this means the full housing need for the area is assessed, planned, delivered and counted without the adverse potential impacts on the Broads of an allocation of housing growth which would be very difficult to accommodate without harm.

2.4.9 Notwithstanding the above, opportunities have been positively sought, during the preparation of the Site Specific Policies, to provide housing where this is consistent with statutory Broads purposes and the strategic policies for the area. Hence the policies include allocations for housing on three substantial former industrial sites (Utilities site, Norwich; Pegasus site, Oulton Broad; and Ditchingham Maltings), a small site in West Somerton promoted by the Parish Council, and the policies of a number of boatyard sites have been crafted to allow residential moorings (see below).

2.4.10 Two further sites at Thorpe St. Andrew (Yarmouth Road, and land adjacent to Carey's Meadow) were also considered for housing allocations, and had the potential to provide not just housing but also recreational and/or environmental benefits. In these cases flood risk or vehicular access issues, etc., were insufficiently resolved to justify their allocation at this point in time, but if these issues are resolved these sites might come forward and be acceptable at a later stage.

2.5 Development Boundaries

2.5.1 Among the policies of this DPD are those defining development boundaries for some of the settlements in the Broads. These are very limited in number for the following reasons set out following.

2.5.2 In most cases settlements in the Broads straddle the Broads boundary, and the greater part of the settlement lies within the neighbouring local planning authority's jurisdiction. Because of the national protection afforded to the Broads, the vulnerability to flooding of most of the Broads area (the boundary generally follows the edge of the flood plain), and especially the absence of a strategic target for housing or any other type of development in the Broads, it will usually be the case that both the greatest need and greatest opportunity for development in any settlement straddling the boundary will be in that part of it outside the Broads. In assessing each of such settlements for Broads development boundaries, regard has been given to the treatment of the adjacent area by its local planning authority and although this is not considered determinative, it is a relevant consideration. In each case the approach to the settlement is complementary to the treatment of the adjacent area of the settlement outside the designated Broads area.

2.5.3 The definition of development boundaries to selected settlements is a long-used tool in town and country planning. Although there are some drawbacks (for instance, the tendency for the area within the boundary to become more intensively developed), it is generally considered such boundaries have reduced the uncontrolled sprawl of settlements, concern over which was one of the reasons for the introduction of the modern town planning system. They have been used as a mechanism to guide and promote development of an appropriate scale, relative to the size and location of a settlement and the available or planned infrastructure. They also support consistency of decision making, and avoid needing to rehearse time and again the same arguments and considerations.

2.5.4 The 1997 Broads Local Plan defined development boundaries for a substantial number of villages in the Broads. Because of the history of planning in the Broads (prior to 1989 the responsibility of the six different local councils in the area) these largely followed the approach of the adjoining local authority, leading to some variations in consistency. Early in the evolution of the Broads Local Development Framework (now Local Plan) some consideration was given to the merits of not having development boundaries at all, but as the preparation of the relevant documents progressed it was concluded that these could continue to be a useful tool in promoting sustainable development in the Broads.

2.5.5 Normally the choice of which settlements have development boundaries would flow from a settlement strategy which identifies the hierarchy of the settlements in a plan area, and this would form part of the Core Strategy. This approach has not been considered appropriate for the Broads, as most of its settlements are very small, and in almost all cases the bulk of the settlement falls outside the Broads boundary. Further, the national designation for the highest level of landscape protection, and the prevalent flood risk, means that the scale of growth likely in the Broads parts of settlements will be unlikely to significantly affect the role of those settlements or the demand for services within them.

2.5.6 The criteria for assessing development boundaries have changed in a number of important respects since the adoption of the Local Plan in 1997. At national level, there is now a greater emphasis on the sustainability of development and reducing the need to travel, together with a more robust approach to limiting development in areas at risk of flooding. The regional spatial strategy, the East of England Plan, is currently part of the development plan for the area, (though the Government has announced its intention to abolish it), and this guides most development to the larger towns and cities, and specifically promotes protection of the Broads. At a local level, the 2007 adoption of the Core Strategy is critical, as the Site Specific Policies DPD is intended to help deliver that Core Strategy.

2.5.7 Core Strategy Policy CS18 provides that, in the Broads, development will be concentrated in locations with:

- local facilities;
- high levels of accessibility; and
- where previously developed land is utilised, in order to protect the countryside and achieve sustainable patterns of development.

2.5.8 The Broads Development Management Policies give effect to this aspect of the Core Strategy by identifying the types of development which will only be permitted within development boundaries (e.g. open market housing), within or adjacent to development boundaries (e.g. certain types of tourism development), or which might be acceptable in the open countryside (e.g. dwellings needed for agriculture). The Development Management Policies relating to development boundaries are

- DP14 -General location of Sustainable Tourism and Recreation Development;
- DP18 - Protecting General Employment;
- DP21 – Conversion of Buildings in the Countryside;
- DP22 - Residential Development within Defined Development Boundaries
- DP23 - Affordable Housing;
- DP24 - Replacement Dwellings;
- DP25 - New Residential Moorings; and
- DP26 – Permanent and Temporary Dwellings for Agricultural, Forestry and Other Workers.

Part of the role of this Site Specific Policies DPD is to define the locations that meet the criteria in the Core Strategy, both CS18 and more generally, and to delineate the boundaries to which the relevant development management policies will apply.

2.5.9 The Broads has prepared its Core Strategy, Development Management Policies and Site Specific Policies in succession (which was Government advice at the time the process was started). The disadvantage of this is that there is not the opportunity to revise the strategic and development management policies in an iterative process as their potential application to individual settlements is explored. This has presented some challenges in devising a consistent set of development boundaries. However, those proposed are considered to represent a practical and effective approach to the different settlements and the application of the existing policies.

2.5.10 In applying the Core Strategy CS18 criteria a degree of interpretation is necessary. In relation to 'local facilities', this is taken primarily to mean the availability of local facilities

such as shops, schools, pubs, etc. in the immediate locality (even if outside the Broads boundary), though the proximity and accessibility by public transport of facilities further afield has also been taken into account. Immediate locality is taken to be **between 500m and one km. within about a kilometre, or preferably 500 metres (the limit of most people's willingness to walk).**

2.5.11 In the light of the NPPF, and considering the Core Strategy as a whole, 'high levels of accessibility' is taken to include, as a minimum, availability of public transport or ready access on foot and bicycle. Although much access and transport will be by private car, it is considered that somewhere without public transport, and where regular travel by cycle or foot is unattractive, cannot be said to have high levels of accessibility. **It is difficult to establish with certainty complete and up-to-date information on bus services, but hopefully any errors or omissions in the assessments will be highlighted in responses to consultation.** An added complication is that it is widely expected that rural bus services may well be changed or reduced in the near future as availability of public funding decreases. On this basis it is considered that current general levels of public transport accessibility are unlikely to significantly improve in the foreseeable future.

2.5.12 The issue of availability of previously developed land is complex, as there are not large tracts of such land in the Broads. Some of the currently closed or under-used sites in the Broads are boatyards, riverside public houses, or other uses the Authority would wish to protect. On the other hand the replacement of areas of housing is generally only likely to occur very gradually. A further complication here is that the Government has changed the definition of previously developed land to exclude gardens, which removes some of the potentially available area for new development within the Broads.

2.5.13 Most of the settlements wholly or partly in the Broads did not meet these criteria, and therefore have not been provided with a development boundary. A further number of settlements (such as the Broads parts of Beccles, Bungay, Reedham, Ludham, and Great Yarmouth) met the requirements in terms of access and facilities, but are so constrained by a combination of conservation, flooding, highways, existing form of development or such issues, that it was considered inappropriate to seem to indicate the encouragement of new development in these locations.

2.6 Open Spaces

2.6.1 The approach taken in the development of the options presented in **this Report this Sites Specifics DPD** was to include defined open space areas only for those settlements that also had development boundaries. The rationale behind this was that to define all the areas of important open space in the Broads was impractical. Further, it is considered that there is not so much justification for a designated open space in open countryside or settlements where development is not being concentrated, as there is less likelihood of development. The national designation of the whole area for its landscape and recreational value is also relevant. It should also be noted that the Localism Act provides parish councils with the opportunity to define open areas, should they so wish, through the neighbourhood planning process.

2.7 Residential Moorings

2.7.1 The NPPF stresses not just the quantum of housing development, but also a wide choice and responsiveness to local circumstances. Living aboard navigable craft or houseboats has a long tradition in the Broads, and has made some contribution to choice, affordability and local cultural distinctiveness. However, changes in the market for housing, and particularly a lack of affordability, has led to a significant increase in 'liveaboards' on the Broads in recent years. The increase in residential boating has been accompanied by rising problems and complaints about a range of issues including pollution, loss of visitor mooring availability, visual intrusion and disturbance, which planning, environmental and navigation controls have not always been well suited to tackling.

2.7.2 The residential use of a vessel mooring requires planning permission. The adoption of Development Management Policy DP 25 'Residential Moorings' in 2011 was a significant step in progressing what has long been a controversial issue in the Broads, by defining the circumstances in which such permission would be granted.

2.7.3 Development Management Policy DP25 provides for the potential for residential moorings in mooring basins, marinas and boatyards within or adjacent to development boundaries (and subject to various other criteria). In a few locations there are boatyards or marinas in close proximity to the sort of facilities this policy identifies as essential for such moorings, but where they are neither within nor adjacent to development boundaries. Thus there may, in such cases, be potential for residential moorings along the lines promoted by the policy, but where the mechanism of the policy, as it stands, would not permit them. In a limited number of cases Site Specific Policy explicitly applies Policy DP25 to the defined boatyard/marina, and hence potentially allow residential moorings if they met the rest of the criteria in that policy.

2.8 Proposals of Site Allocations for Development

2.8.1 Several sites were put forward for development through the Site Specific Policies DPD, in response to consultation, explicitly or implicitly seeking an allocation of the site for a specific type of development. These were variously for housing, 'mixed use leisure development', etc., and came from owners or prospective developers, including a parish council. An important background to the consideration of these is the absence of any identified strategic need for additional development land for these uses, ~~through the regional spatial strategy, or~~ joint working and the duty to cooperate with neighbouring authorities, or Broads specific policies. This does not rule out delivery of development meeting such strategic need, but it does mean that, unlike most planning authorities, the Broads Authority is not in the position of having to find the best (or least worst) site for a predetermined type or level of development.

2.8.2 As a consequence the sites put forward for development have been considered on their own merits. Where the proposed uses put forward were found acceptable in principle and consistent with the Core Strategy, the Authority still needed to consider whether the site suggested was suitable and the most appropriate for that development. Unfortunately, most of the developments put forward during consultation were supported by little information or justification. This hampered objective assessment of some of these

proposals, and in a number of cases the absence of clear proposals, outcomes and implications, has meant that they could not be supported by the Authority in the form of an allocation of land. It may, nonetheless, be the case that some of these proposed developments will be carried forward later through the planning application process or future development plans.

2.9 Monitoring

2.9.1 The adopted policies will be monitored to check whether they are achieving the intended results, and whether potential adverse impacts associated with the site are being avoided. The results of this monitoring will be reported in the Authority's Monitoring Report, which will also identify any policies not being implemented, and if so why. This Monitoring Report is produced annually, considered by the Authority's Planning Committee, and then publicly available for viewing on the Authority's website. The results of this monitoring will feed into decisions on whether, and at what stage, there is a need to review any or all of the policies.

2.9.2 The resources available for this monitoring are very limited. ~~At present the Broads Authority has a single officer responsible for all policy and development plan preparation matters, including the monitoring of this and other development plan documents. In the light of resource constraints that situation is unlikely to change in the near future.~~ This means that the monitoring arrangements must be focused and readily achievable. This does not mean that the monitoring will not be robust and fit for purpose.

2.9.3 Monitoring indicators are too often added at the end of the plan making process and over-reliant on quantitative data, with little thought for the practicality or availability of the data to be relied on, or its logical relevance to the policy aims and delivery. This risks a spurious appearance of objectivity, but the monitoring regime never being fully implemented, or any results inconclusive for the purposes of determining whether the policies remain appropriate and relevant.

2.9.4 The monitoring of the Site Specific Policies will concentrate on the practical assessment of the delivery of the policy aims for each site, and the success in avoiding identified potential adverse effects. In order to achieve this effort will be concentrated on making the most of existing available information and knowledge.

2.9.5 In respect of areas with environmental designations or sensitivities, for instance, this will include the expert and local knowledge of the ecologists and field staff of the Broads Authority and its partner organisations (e.g. Natural England, Environment Agency, RSPB, Norfolk Wildlife Trust) in assessing the presence or potential of adverse impacts on sites with environmental designations, alongside the available published and unpublished data. These experts will often be aware of emerging issues well before they register on quantitative data (if such data is available at all).

2.9.7 Tranquility, to take another example, is ~~notoriously~~ difficult to define, enumerate, and establish a baseline. However, the rangers and other field staff, on land and water, of the Authority (and its partner organisations) have intimate knowledge of their areas and are

likely to be able to identify changes in, for instance, numbers and patterns of visitors, vehicles and watercraft, unlikely to be revealed by sporadic surveys.

2.9.8 Of course, this approach is not to the exclusion of survey data and documentary evidence where this is available, and much monitoring will rely on planning records, mapping, aerial photographs, and the like.

2.9.9 In some cases there will be a degree of judgement involved in reaching a conclusion. In cases where there is significant uncertainty, this will be highlighted and a precautionary approach taken.

2.9.10 In this way monitoring will be robust, credible, and genuinely useful in informing future actions and policies, while being proportionate to the limited scale of development involved, and the conservationist approach of most of the policies involved.

2.9.11 Examples of information sources for monitoring:

Documentary: Planning applications (including plans and drawings), planning permissions, appeal decisions, planning enforcement records, Buildings at Risk register, Conservation Area appraisals,

Visual: Visual inspection of the site and surrounds. Aerial and other photographs (current and earlier);

Numerical: SSSI condition assessments; Censuses;

Expert knowledge from: Broads Authority ecologists; rangers; environment, historic environment, tourism, landscape, access and planning officers; etc. Also, where additional information or advice required, specialists from Natural England, Environment Agency, county and district councils, RSPB, Norfolk Wildlife Trust, Essex and Suffolk Water, Norfolk Coast AONB, etc.

2.9.12 For each of the site specific policies a number of 'monitoring indicators' are identified, together with the likely sources of information to enable a judgement to be made. These likely sources are indicative, and will not prevent use of additional information or sources being accessed or put forward by interested parties to strengthen the monitoring of policies.

3 SETTLEMENT BASED POLICIES

3.1 ACLE

PARISH	DISTRICT	COUNTY
Acle	Broadland	Norfolk

3.1.1 Acle is one of the settlements around the Broads with a good range of facilities and public transport connections. However, most of the settlement lies outside the designated Broads area and the scope of this document, and within the area where Broadland District Council is the local planning authority.

3.1.2 The Broads part of Acle comprises largely the undeveloped areas outside the village, and as there is potential development land more suitable within the Broadland planning area, it was not considered appropriate to designate a development boundary within the Broads area.

3.1.3 There are two Site Specific Policies for Acle. In addition the Hermitage and the Bridge Inn are included in a Waterside Pubs Network Policy (see Non-Settlement Policies section later in this document).

Site Specific Policies for Acle
<p>Ref. PP/ Policy ACL 1: Acle Cemetery Extension <i>(Preceding Draft Policy ACL/DSSP a)</i></p> <p>Inset Map 1</p> <p>POLICY: Land to the rear of the existing cemetery is allocated as an extension to the cemetery.</p> <p>This development will be</p> <ol style="list-style-type: none"> subject to a prior archaeological assessment; subject to a prior groundwater protection risk assessment which meets Environment Agency standards; integrated into the wider surroundings by a landscaping scheme including boundary hedge and tree planting; and coordinated with any adjacent proposed playing field extension in terms of design and boundary treatment. <p>CONSTRAINTS & FEATURES Archaeological interest in vicinity. Outside identified high flood risk areas (EA zone 1 zone 1 by EA 2012 mapping). As a minimum, a basic Tier 1 risk screening assessment is required for all cemetery extensions (as set out in guidance on the EA website).</p>

SUSTAINABILITY APPRAISAL CONCLUSION

Very positive sustainability prospect.

Comment [NB4]: Change since Planning Committee.

SUMMARY PLANNING RATIONALE

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

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

The site lies wholly in Flood Zone 1 **by both EA 2012 mapping and SFRA 2007 mapping (Broads SFRA & EA mapping)** and therefore there are no flood risk issues constraining the development. However, the EA wish to ensure **there that** any risk of risk of pollution to groundwater is adequately assessed before any planning permission is granted, and the policy reflects this. The EA are content with the allocation for the proposed use on the basis of the results of preliminary investigations by the Parish Council. Testing to provide the more detailed information required by the EA to support a planning application EA licence is planned, by the Parish Council, to be undertaken once it has acquired the site.

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

POLICIES OF PARTICULAR RELEVANCE TO THE JUSTIFICATION OF THIS POLICY

CORE STRATEGY: CS1, CS4, CS5, CS6, CS7, CS16, CS18, CS25.

NPPF: 17, 28, 69, 70, 99, 100, 101, 109, 110, 155, 157.

MONITORING INDICATORS

	MONITORING QUESTION	LIKELY INFORMATION SOURCES	NOTES
A	Cemetery extended?	Planning records. Visual inspection.	
B	Community facilities enhanced?	Visual inspection. Opinion of Parish Council/locals.	
C	Coordinated with	Visual inspection.	

	adjacent playing fields development?		
D	Potential for archaeology addressed in development?	Planning records. Advice of BA Historic Environment Manager.	Potential for additional advice from Norfolk County Council heritage staff.
E	Potential desirability of biodiversity offsetting addressed in development?	Planning records.	
F	Resulting boundary treatment integrates into wider landscape?	Visual inspection. Advice of BA landscape officer.	
G	The requirements of the EA (as set out in guidance), have been completed by the applicant and results discussed with EA.	Planning records.	Advice from Parish Council and EA Officers.

Ref. PP/ Policy ACL 2: Acle Playing Field Extension
(Preceding Draft Policy ACL/DSSP b)
Inset Map 1

POLICY:

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

This development will be

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

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

CONSTRAINTS & FEATURES

Outside identified high flood risk areas (~~EA zone 1~~ zone 1 by EA 2012 mapping).
 Archaeological interest in vicinity.
 Partially on safeguarded minerals (sand and gravel) resource.

SUSTAINABILITY APPRAISAL CONCLUSION

Very positive sustainability prospect

SUMMARY PLANNING RATIONALE

The area concerned is piece of gently sloping land, currently part of an arable field adjacent to the existing playing fields. It is immediately adjacent to the land subject of Policy **DRSP**

ACL 1 for a cemetery extension (above). Together they would form a reasonable extension to the existing urbanised extent of Acle forming a new boundary line linking the extremity of the existing playing fields to the east with the approximate limit of housing development to the west.

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

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

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

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

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

POLICIES OF PARTICULAR RELEVANCE TO THE JUSTIFICATION OF THIS POLICY

CORE STRATEGY: CS1, CS3, CS4, CS5, CS6, CS16, CS17, CS18, CS20, CS25.

NPPF: 17, 28, 69, 70, 73, 99, 100, 101, 109, 110, 143, 155, 157.

MONITORING INDICATORS

	MONITORING QUESTION	LIKELY INFORMATION SOURCES	NOTES
A	Policy implemented?	Planning records. Visual inspection.	
B	Community facilities enhanced?	Visual inspection. Opinion of Parish Council/locals.	
C	Coordinated with adjacent cemetery extension?	Visual inspection.	
D	Potential for archaeology addressed in development?	Planning records. Advice of BA Historic Environment Manager	Potential for additional advice from Norfolk and Suffolk County Councils' heritage staff.

E	Lighting minimises adverse effects.	Planning records. Visual inspection.	
F	Resulting boundary treatment integrates into wider landscape?	Visual inspection. Advice of BA landscape officer.	

3.2 BECCLES

PARISH	DISTRICT	COUNTY
Beccles Town	Waveney	Suffolk

3.2.1 The Suffolk town of Beccles is located on the River Waveney, approximately midway between Lowestoft and Bungay. The Broads designated area (covered by this document) includes the town quay and river frontage properties, as well as the river and much land around the town. Waveney District Council is the planning authority outside this area, thus covering most of the town itself.

3.2.2 The Waveney Core Strategy identifies Beccles (outside the Broads) as the largest market town in the District and the focus of some housing growth (most of which has now taken place), further retail development, and increasingly important tourism based on its historic character and the Broads.

3.2.3 The area around the river, including much of the designated Broads area here, is at risk of flooding. The Beccles Conservation Area (which includes parts of both Broads Authority and Waveney District Council planning areas, and was re-appraised in 2009) encompasses most of the town's river frontage. The Broads part of Beccles includes several listed buildings. There is also a high archaeological potential to the area. (An Article 4 direction (1997) removes many permitted development rights for much of this area.) The area is already fairly intensively developed, and the potential for new development is very limited. In the light of these constraints it is considered that most new development in Beccles would best take place outside of the Broads part of the town and in Waveney District's planning area. The designation of a development boundary in the Broads part of Beccles is thus not considered appropriate.

3.2.4 The Waveney House Hotel at Beccles is included within a policy on Waterside Pubs Network (see Non-Settlement Policies section, below).

3.3 BRUNDALL RIVERSIDE

PARISH	DISTRICT	COUNTY
Brundall	Broadland	Norfolk

3.3.1 Most of Brundall lies north of the Norwich-Great Yarmouth railway line and outside the Broads, where Broadland District Council is the local planning authority.

3.3.2 The Riverside area is within the Broads, and provides an important boating and holiday centre, and contribution to local employment and the economy. Guiding and controlling the extent and style of development around the Riverside has been a contentious issue for many decades. Most of the area is also at risk of flooding, and in recent years national policy on flood risk has limited the range of development that can be allowed.

3.3.3 The Yare public house is included in the Waterside Pubs Network Policy (see Non-Settlements Policies later in this document).

Site Specific Policies for Brundall

Ref. PP/ Policy BRU 1: Riverside chalets and mooring plots

(Preceding Draft Policy BRU/DSSP-a)

Inset Map 2

POLICY:

The area of riverside chalet and mooring plots will be managed to retain its contribution to the enjoyment and economy of the Broads, and to the river scene.

Further development will be limited by the considerations of the area's vulnerability to flooding and the desirability of retaining its semi-rural and holiday character.

Permission will not be granted for

1. new permanent residential dwellings;
2. new holiday homes;
3. the use as permanent dwellings of buildings restricted to holiday or day use;
4. the use for holiday occupation of buildings constructed as day huts, boatsheds or temporary buildings; or
5. the stationing of caravans.

Extensions to existing buildings, and replacement buildings, will be permitted (subject to the restraints on development in areas of flood risk) provided

- (a) the building and use proposed comply with policies for development in areas of flood risk;
- (b) the design, scale, materials and landscaping of the development
 - (i) contributes positively to the semi-rural and holiday character of the area,
 - (ii) pays appropriate regard to the amenity of nearby occupiers,
 - (iii) the extent of hard surfacing does not dominate the plot and where provided is permeable;
 - (iv) provides additional landscape planting where practicable and having regard to navigation interests;
- (c) Care is to be taken to avoid over-development of plots, and in particular
 - (i) a significant proportion of the plot area (excluding mooring areas) should remain un-built;
 - (ii) buildings should not occupy the whole width of plots;
 - (iii) buildings should be kept well back from the river frontage;
 - (iv) buildings should be of single storey of modest height. This may limit room heights where floor levels need to be raised to meet flood risk mitigation requirements.

CONSTRAINTS & FEATURES			
Whole area at serious risk of flooding (SFRA zone 3b; EA zones 2 & 3 – zones 2 & 3 by EA 2012 mapping; zone 3b by SFRA 2007 mapping).			
Road access is via a railway level crossing, limited in width and alignment, and at risk of flooding.			
Area is just across river from Site of Special Scientific Interest.			
Article 4 Direction (1954) – removes all PD Rights.			
SUSTAINABILITY APPRAISAL CONCLUSION			
Positive sustainability prospect.			
SUMMARY PLANNING RATIONALE			
The chalets make an important contribution to the enjoyment of the Broads and to the local economy, but the management of incremental development of the Riverside Estate area, including that covered by this policy, has been contentious and problematic since at least the 1950s.			
Further development of the area is largely constrained by national flood risk policies, together with landscape and visual amenity considerations. The Policy continues the attempt to facilitate adaptation and updating of the existing chalets and retain its best features, while avoiding increases in flood risk, but seeks to make the purpose and application of this clearer.			
The Environment Agency supports the intention to keep buildings back from the river frontage.			
POLICIES OF PARTICULAR RELEVANCE TO THE JUSTIFICATION OF THIS POLICY			
CORE STRATEGY: CS1, CS2, CS3, CS5, CS6, CS7, CS9, CS11, CS12, CS13, CS16, CS17, CS18, CS20, CS23, CS24			
NPPF: 28, 58, 93, 99, 100, 101, 109, 110, 114.			
MONITORING INDICATORS			
	MONITORING INDICATOR	LIKELY INFORMATION SOURCES	NOTES
A	Continued investment in maintenance and upgrading?	Visual inspection.	Potential for information from Brundall Riverside Association.
B	Continued contribution to recreation and enjoyment of the Broads?	Visual inspection.	Potential for information from Brundall Riverside Association.
C	No significant overall increase in flood risk?	Visual inspection.	Potential for advice from EA.
D	No discernable harm to nearby Yare Broads and Marshes SSSI?	SSSI Condition Assessment. Advice of BA Senior Ecologist.	Potential for additional advice from NE

E	Trees retained and new planting achieved	Visual inspection. Photographic records. Planning records. Advice of BA landscape officer.	
<p>Ref. PP/Policy BRU 2: Riverside Estate Boatyards, etc. , including and land adjacent to railway line <i>(Preceding Draft Policy BRU/DSSP-b)</i> Inset Map 2</p> <p><u>POLICY:</u></p> <p>In this area the development and retention of the boatyards and related uses will be encouraged, and Broads Policies DP18 (General Employment) and DP20 (Boatyards) will apply.</p> <p>Full regard will be given to the limitations of the road access, avoidance of potential water pollution, and the risk of flooding to the site</p> <p>Retention of existing, and provision of new or replacement landscape planting, including trees and nectar-mixes, will be encouraged. The type and location of planting should have regard to the desirability of limiting wind shadow on the river in the interests of sailing.</p> <p><u>CONSTRAINTS & FEATURES</u></p> <p>The area is at serious risk of flooding (almost whole area in zones 2 & 3 by EA 2012 mapping; almost wholly in zone 3b by SFRA 2007 mapping SFRA zone 3b; EA zones 2 & 3). Road access is constrained, especially to the south-eastern portion of the area. Area is close to SSSI, SAC, SPA, Ramsar site.</p> <p>Article 4 Direction (southern portion only) (1954) – removes all PD Rights.</p> <p><u>SUSTAINABILITY APPRAISAL CONCLUSION</u></p> <p>Positive sustainability prospect.</p> <p><u>PLANNING SUMMARY RATIONALE</u></p> <p>The boatyards and associated developments contribute to navigation, and to the character, enjoyment and skills of the Broads. The Policy seeks to encourage the retention and adaptation of the existing uses, providing scope for new development, including diversification, which will help secure these important uses, while balancing these objectives with the flood risk and infrastructural limitations of the area.</p> <p>The Environment Agency confirms that boatyard uses are compatible with the flood risk to the site. A small part of the area is outside the higher flood risk zones, and potentially less constrained. The application of national flood risk policy would steer any vulnerable uses to this part of the site. However, any development which relied on this lower risk for acceptability would need to be supported by a site flood risk appraisal and take into account the higher flood risk to the surroundings, including the road access. The EA also highlights the need to address the risks of water pollution for waterside sites in industrial/boatyard use.</p> <p>A measure of appropriate planting, within the constraints of the business use of the site and will help soften the visual impact of the buildings and boats on the local landscape, and</p>			

strengthen the biodiversity of the Broads, within the constraints of the business use of the site.

POLICIES OF PARTICULAR RELEVANCE TO THE JUSTIFICATION OF THIS POLICY

CORE STRATEGY: CS1, CS2, CS3, CS7, CS13, CS14, CS16, CS18, CS20, CS22, CS23.

NPPF: 20, 21, 28, 93, 99, 100, 101, 109, 110, 111, 115.

MONITORING INDICATORS

	MONITORING INDICATOR	LIKELY INFORMATION SOURCES	NOTES
A	Continued use of area for boatyards and other industry?	Visual inspection.	Potential for information from Brundall Riverside Association.
B	No significant overall increase in flood risk?	Visual inspection. Planning records.	
C	No discernable harm to nearby Yare Broads and Marshes SSSI?	SSSI Condition Assessment. Advice of BA Senior Ecologist.	Potential for advice from NE.

Ref. PP/ Policy BRU 3: Mooring Plots

(Preceding Draft Policy BRU/DSSP-c)

Inset Map 2

POLICY:

The continued use of this area for mooring of boats and uses incidental to that activity will be encouraged, and the generally open character of the area retained.

The defined area will be kept generally free of buildings and above ground structures. Provision of unobtrusive quay headings, steps, ramps and small scale storage lockers, for use incidental to the enjoyment of the moorings will be supported.

The provision and maintenance of additional shrub or tree planting will be encouraged where this is compatible with the navigational use of the area.

The permanent or seasonal occupation of the land, vehicles, boats, etc., or the stationing of caravans, will not be permitted.

CONSTRAINTS & FEATURES

The area is at serious risk of flooding (wholly in SFRA zone 3b; EA zone 3 – zone 3 by EA 2012 mapping; wholly in zone 3b by SFRA 2007 mapping).

Road access is constrained.

Area is close to SSSI, SAC, SPA, Ramsar site.

An Article 4 Direction removes all PD Rights.

SUSTAINABILITY APPRAISAL CONCLUSION

Positive sustainability prospect.

PLANNING SUMMARY ASSESSMENT

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, the balance with the more developed parts of the riverside, and the contribution of this to the character of the wider area, while continuing the moorings uses which 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.

POLICIES OF PARTICULAR RELEVANCE TO THE JUSTIFICATION OF THIS POLICY

CORE STRATEGY: CS1, CS2, CS3, CS7, CS9, CS13, CS16, CS17, CS18, CS20, CS23.

NPPF: 74, 93, 99, 100, 101, 109, 110, 114, 115.

MONITORING INDICATORS

	MONITORING INDICATOR	LIKELY INFORMATION SOURCES	NOTES
A	Visual openness maintained?	Visual inspection. Photographic records.	
B	Available for boat moorings?	Visual inspection. Advice of BA rangers and navigation staff.	Potential for information from Brundall Riverside Association.
C	No discernable harm to nearby Yare Broads and Marshes SSSI?	SSSI Condition Assessment. Advice of BA Senior Ecologist.	Potential for advice from NE.
D	Trees retained and new planting provided?	Visual inspection. Photographic records. Planning records. Advice of BA landscape officer.	

Ref. PP/Policy BRU 4: Brundall Marina

(Preceding Draft Policy BRU/DSSP-d)

Inset Map 2

POLICY:

In this area the development and retention of marina, boatyard and related uses will be encouraged, and Broads Policies DP18 (General Employment) and DP20 (Boatyards) will apply, and will be treated in respect of policy DP25 (New Residential Moorings) as if the marina were adjacent to the development boundary.

In this area:

- i. the development and retention of marina, boatyard and related uses will be encouraged;**
- ii. Development Management Policies DP18 (General Employment) and DP20 (Boatyards) will apply; and,**
- iii. Development Management policy DP25 (New Residential Moorings) will apply as**

the marina will be treated as if it were adjacent to the development boundary.

In order to retain the openness of the southern majority of the area, the development of buildings and large structures will be generally restricted to the northern portion of the site, except where a specific locational need is demonstrated and the scale and design of the proposal are compatible with this objective.

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) the desirability of 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
- (e) the desirability of providing permeable surfaces and controlled drainage.

CONSTRAINTS & FEATURES

The area is at serious risk of flooding (zones 1, 2 & 3 by EA 2012 mapping; almost wholly in zone 3b by SFRA 2007 mapping wholly in SFRA zone 3b; EA almost wholly in zone 3).

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.

SUSTAINABILITY APPRAISAL CONCLUSION

Positive sustainability prospect.

PLANNING SUMMARY ASSESSMENT

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 option seeks to encourage its retention and future development, while protecting and enhancing the best qualities of the area and 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.

Development Management Policy DP25 provides potential for residential moorings in certain circumstances in locations adjacent to development boundaries. Given the scale of the marina, and its close proximity to the public transport connections and extensive facilities of Brundall, it is considered that this marina should be specifically included within those provisions even though there is no development boundary immediately adjacent.

POLICIES OF PARTICULAR RELEVANCE TO THE JUSTIFICATION OF THIS POLICY

CORE STRATEGY: CS1, CS2, CS3, CS5, CS7, CS9, CS11, CS12, CS13, CS14, CS16, CS17, CS18,

CS20, CS22, CS23, CS24.

NPPF: 20, 21, 28, 33, 58, 99, 100, 101, 109, 110, 115.

MONITORING INDICATORS

	MONITORING INDICATOR	LIKELY INFORMATION SOURCES	NOTES
A	Visual openness of southern end maintained?	Visual inspection. Photographic records.	
B	Continuing provision of facilities for recreational boating?	Visual inspection. Advice of BA rangers and navigation staff.	
C	No discernable harm to nearby Yare Broads and Marshes SSSI?	SSSI Condition Assessment. Advice of BA Senior Ecologist.	Potential for advice from NE.
D	Trees retained and new planting provided?	Visual inspection. Photographic records. Planning records. Advice of BA landscape officer.	
E	Provision of permeable surfaces and control of drainage in new development?	Visual inspection. Planning records	

Ref. PP/Policy BRU 5: Land east of the Yare public house

(Preceding Draft Policy BRU/DSSP-e)

Inset Map 2

POLICY:

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 in light of the flood risk to the area and desirability of retaining flood capacity.

CONSTRAINTS & FEATURES

Flood risk (site includes zones 1, 2, & 3b by SFRA 2007 mapping; and zones 1, 2, & 3 by EA 2012 mapping almost wholly in SFRA zone 3b; EA zone 1 and some zones 2 and 3).

Adjacent SAC, SPA, SSSI, Ramsar site.

Archaeological interest (brick kiln).

Tree Preservation Order.

SUSTAINABILITY APPRAISAL CONCLUSION

Positive sustainability prospect.

PLANNING SUMMARY ASSESSMENT

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.

POLICIES OF PARTICULAR RELEVANCE TO THE JUSTIFICATION OF THIS POLICY

CORE STRATEGY: CS1, CS2, CS5, CS6, CS20,
NPPF: 99, 100, 101, 109, 110, 114, 115, 117.

MONITORING INDICATORS

	MONITORING INDICATOR	LIKELY INFORMATION SOURCES	NOTES
A	Open and semi-natural character of area retained (Including trees at northern end of marina site)?	Visual inspection. Photographic records. Advice of BA Landscape Officer.	
B	No discernable harm to nearby Yare Broads and Marshes SSSI?	SSSI Condition Assessment. Advice of BA Senior Ecologist.	Potential for advice from NE.

3.4 BUNGAY

PARISH	DISTRICT	COUNTY
Bungay Town	Waveney	Suffolk

3.4.1 The Broads includes a small part of Bungay and the Ditchingham area. Part of this is in the Bungay Conservation Area (re-appraised 2007), and part in Ditchingham Dam Conservation area (re-appraisal **in progress completed 2011**).

3.4.2 Bungay (outside the Broads) is identified by the Waveney Core Strategy as one of its four market towns, and the focus for efforts to sustain this role. An amount of housing growth has taken place in recent years, but this is not planned to continue, with focus now on encouraging employment growth.

3.4.3 While the town has public transport and a range of facilities, the Broads part of the area is not appropriate for general development because of its landscape, built heritage (including listed buildings and conservation area) and because much is at risk of flooding. Hence no development boundary for Bungay is designated.

3.5 CANTLEY

PARISH	DISTRICT	COUNTY
Cantley	Broadland	Norfolk

3.5.1 The village of Cantley lies almost wholly outside of the designated Broads area. The boundary skirts round most of the houses and other buildings. The Broads part of Cantley includes the sugar works, the riverside moorings and public house, and apart from that predominantly extensive marshland.

3.5.1 In addition to the policy below, the Reedcutters Public House is included in a proposed Waterside Pubs Network Policy (see Non-Settlement Policies).

Site Specific Policy for Cantley
<p>Ref. PP/Policy CAN 1: Cantley Sugar Factory <i>(Preceding Draft Policy CAN/DSSP-a)</i> Inset Map 3</p> <p>POLICY:</p> <p>This site is defined as an employment site for the purposes of Broads Development Management Policy DP18 (Protecting General Employment).</p> <p>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 -</p> <ul style="list-style-type: none"> (a) Protects or enhances wildlife and habitats (including the nearby Ramsar site, SPA and SAC); (b) Protects or enhances the amenity of nearby residents; (c) Avoids unacceptable adverse impact on highway capacity or safety; (d) Improves the appearance of the works particularly in views from the river, through design, materials, landscaping; (e) Reduces light pollution; (f) Uses the disposition, bulk and location of buildings and structures to avoid extending the built-up part of the site into the open areas around or more prominent in the skyline; and (g) Can be demonstrated to be in conformity with national policy on flood risk; and (h) Appropriately manages any risk of water pollution. <p>Renewed use of the railway or river for freight associated with the plant would be particularly encouraged, as would measures reducing carbon dioxide emissions.</p> <p>Employment uses other than that associated with the sugar works will be supported only where they do not prejudice the future of that use (and associated waste operations) and also meet the above criteria.</p>
<p>CONSTRAINTS & FEATURES</p> <p>Flood risk (zones 1, 2 & 3 by EA 2012 mapping; zones 1, 2 & 3b by SFRA 2007 mapping site includes SFRA zones 3b, 2 and 1; EA zone 3,2 and 1).</p> <p>Site is close to SPA, SAC, SSSI and Ramsar designated areas. Public footpaths cross the site. The policy area is within the consultation zone of a waste operation associated with the sugar works.</p>

SUSTAINABILITY APPRAISAL CONCLUSION

Very positive sustainability prospect.

PLANNING SUMMARY ASSESSMENT

The Cantley sugar works are a major contributor to the local economy, and help support jobs and agriculture (beet production) over a wide area. The works are, though, a major emitter of carbon dioxide within the Broads, and the heavy road freight associated with the works has negative impacts on local resident's amenity, and highway safety and capacity.

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

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

The Habitats Regulations Assessment identified that any development on the site should be subject to site-level screening at the planning application stage. This is ensured by the Habitats Regulations and Development Management Policy DP1.

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

POLICIES OF PARTICULAR RELEVANCE TO THE JUSTIFICATION OF THIS POLICY

CORE STRATEGY: CS1, CS2, CS3, CS4, CS7, CS8, CS13, CS16, CS18, CS20, CS22.

NPPF: 20, 21, 28, 29, 30, 31, 32, 58, 93, 99, 100, 101, 109, 110, 111, 114, 115, 123, 125.

MONITORING INDICATORS

	MONITORING INDICATOR	LIKELY INFORMATION SOURCES	NOTES
A	Continued contribution to local economy and employment?	Visual inspection. Planning records.	Potentially additional information from Norfolk County Council or British Sugar.
B	Natural environment and openness of surroundings protected?	Visual inspection. Photographic records. Advice of BA Senior Ecologist and Landscape Officer.	
C	New buildings/structures clustered around existing?	Visual inspection. Planning records.	

D	Rail or river used for freight?	Planning records. BA Rangers' advice.	
E	Footpath network maintained?	Planning records. BA Rangers' advice.	
F	Impacts on nearby residential occupiers minimised?	Planning records.	Potentially additional information from Broadland District Council Environmental Health and Cantley Parish Council.
G	Highway safety optimised?	Planning records. Advice from Norfolk County Council Highways.	
H	Any impacts on nearby SSSI, etc?	SSSI condition assessment. Advice of BA Senior Ecologist and Environmental Officers.	
I	CO2 emissions reduced?	Planning records.	Potential for additional advice from Broadland District Council or DEFRA.
J	Any development compatible with flood risk?	Planning records.	Potential additional advice from EA.

3.6 DILHAM

PARISH	DISTRICT	COUNTY
Dilham	North Norfolk	Norfolk

3.6.1 The Broads boundary runs along the road through Dilham village, and includes good proportion of the houses, as well as the village pub, areas of permanent moorings, and visitors' moorings.

3.6.2 There is a policy for Dilham Marina, the mooring area off Tyler's Cut, clarifying the approach to this area, which is similar to mooring areas in other settlements. The Cross Keys Inn is included in a Waterside Pubs Network policy (see Non-Settlement Policies section, later in this document). Otherwise, the Broads part of the Dilham area is considered generally adequately covered by the Broads Core Strategy and Development Management policies.

Site Specific Policy for Dilham
<p>Ref. PP/Policy DIL 1: Dilham Marina (Tyler's Cut Moorings) (Preceding Draft Policy DIL/DSSP-a)</p> <p>Inset Map 4</p> <p>POLICY:</p> <p>The continued use of this area for mooring of boats and uses incidental to that activity will be encouraged, and the semi-natural quality of the area retained.</p> <p>The defined area will be kept generally free of buildings and above ground structures.</p>

Provision of unobtrusive quay headings, steps, ramps and small scale storage lockers, for use incidental to the enjoyment of the moorings will be supported.

A predominantly green and semi-natural appearance of the area will be retained. The management and renewal of trees and other planting will be encouraged, and advice provided to aid this in a way which facilitates navigation, security, the enjoyment of the moorings, while also supporting wildlife and enhancing the landscape and visual amenity of the area.

The permanent or seasonal occupation of the land, vehicles, boats, etc., or the long-term stationing of caravans, will not be permitted.

CONSTRAINTS & FEATURES

Flood risk (site partly in zone 3b by SFRA 2007 mapping - site partly in SFRA zone 3b).

The area is close upstream from SSSI, SAC SPA, Ramsar site.

SUSTAINABILITY APPRAISAL CONCLUSION

Positive sustainability prospect.

PLANNING SUMMARY ASSESSMENT

This Policy is intended to retain the existing positive qualities and facilities of the area, and harmonise its policy treatment with that of some other similar mooring areas across the Broads. While it provides valuable mooring facilities, there is a perceived need to control ancillary development, and this is best achieved by applying a similar policy to those for other mooring areas in the Broads, but with specific reference to the importance of the semi-natural quality of this area.

The site is at risk of flooding but the Environment Agency supports both the current use and restriction on permanent and seasonal occupation.

CORE STRATEGY POLICIES OF PARTICULAR RELEVANCE TO THE JUSTIFICATION OF THIS POLICY

CORE STRATEGY: CS1, CS2, CS3, CS7, CS9, CS12, CS13, CS17, CS18, CS20, CS23.

NPPF: 28, 93, 99, 100, 101, 109, 110, 115.

MONITORING INDICATORS

	MONITORING INDICATOR	LIKELY INFORMATION SOURCES	NOTES
A	Visual openness of site maintained?	Visual inspection. Photographic records. Advice of BA Landscape Officer.	
B	Availability for boat mooring retained?	Visual inspection.	Potential for advice from Dilham Boat Owners Association.
C	Any discernable harm to nearby SSSI, etc. noted?	SSSI condition assessment. Advice of BA Senior Ecologist and Environmental Officers.	Potential for additional advice from NE.

D	Trees retained on site and/or new planting provided?	Visual inspection. Planning records.	
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3.7 DITCHINGHAM DAM

PARISH	DISTRICT	COUNTY
Ditchingham	South Norfolk	Norfolk

3.7.1 Ditchingham Dam lies on the banks of the River Waveney just outside the village of Ditchingham, where South Norfolk District Council is the local planning authority, and across the river from Bungay, where Waveney District Council is the local planning authority for most of the town.

3.7.2 Two sites have site specific policies. For the rest of the area the Broads Core Strategy and Development Management policies are considered generally adequate.

Site Specific Policies for Ditchingham Dam
<p>Ref. PP/Policy DIT 1: Ditchingham Maltings <i>(Preceding Draft Policy BUN/DSSP-b)</i> Inset Map 5</p> <p><u>POLICY:</u></p> <p>This site is allocated for either:</p> <ul style="list-style-type: none"> a) housing development which secures the refurbishment of the silk mill building, and includes landscaping, open space for residents, and interpretation of the history of the site; <u>or</u> b) renewed use for industrial purposes of the existing built upon part of the site only. <p>Part of the site is at risk of flooding and the type, <u>of development, and its</u> siting and layout of development will need to take account of this in conformity with national policy.</p> <p>Development proposals should</p> <ul style="list-style-type: none"> i. identify, and provide arrangements to remediate, any existing land contamination; ii. identify and manage any risks of pollution which could affect water quality in the brook. <p>Opportunities to extract and utilise the sand and gravel deposits on the site should be sought where this is compatible with the constraints of the site, in order to improve the sustainability of development here.</p> <p><u>CONSTRAINTS & FEATURES</u> Valuable cultural heritage, especially former silk mill on site. Risk of flooding (<u>largely zone 3 by EA 2012 mapping; zones 1, 2 & 3a by SFRA 2007 mapping largely EA zone 3; SFRA 3a, 2 and 1</u>).</p> <p><u>SUSTAINABILITY APPRAISAL CONCLUSION</u></p>

Positive sustainability prospect.

PLANNING SUMMARY ASSESSMENT

Ditchingham Silk Mill has been closed for some years and the site is now derelict and boarded up. The Authority has promoted redevelopment of the site, and sought to retain the most important buildings on site as far as possible.

Planning permissions were granted in 2003 and 2012 for residential redevelopment (120 and 105 units respectively), including refurbishment and conversion of the former silk mill. Those permissions remain valid, but neither has yet been implemented.

Both the extant permissions include an extensive area of open land (part former railway land), now predominantly semi-natural, which is adjacent to the area of derelict buildings, structures and hard-standings. This open area is considered an acceptable extension of the derelict built site in order to achieve the objectives for refurbishment of the mill building, together with open space for the housing and landscaping to blend the development with its wider surroundings.

The initial Habitats Regulations Assessment identified a potential for adverse impact, via hydrological effects, on Natura 2000 sites if development proceeded in advance of suitable sewerage capacity for the development. However, Anglian Water and the developer's agents have confirmed the adequacy of sewerage capacity.

The area mapped for this Policy excludes part of the northern edge of the former works and which is part of the site of the former works and of the extant planning permissions, because this is outside the Broads designated area and beyond the coverage of the Broads Site Specific Policies DPD. (South Norfolk District Council is the local planning authority for this area.)

The references to flood risk, potential for existing ground contamination and future risk of water pollution is included on the advice of the Environment Agency.

CORE STRATEGY POLICIES OF PARTICULAR RELEVANCE TO THE JUSTIFICATION OF THIS POLICY

CORE STRATEGY: CS1, CS4, CS5, CS7, CS8, CS16, CS17, CS18, CS20, CS21, CS22, CS24, CS25. NPPF: 17, 19, 20, 22, 47, 50, 51, 99, 100, 101, 109, 110, 111, 115, 140.

MONITORING INDICATORS

	MONITORING INDICATOR	LIKELY INFORMATION SOURCES	NOTES
A	Site redeveloped?	Visual inspection. Planning records.	
B	Industry or housing provided?	Visual inspection. Planning records.	
C	Silk Mill retained and refurbished?	Visual inspection. Planning records. BA Historic Environment Officer advice.	

D	Affordable housing delivered?	Planning records.	Potential for additional advice from housing authority (South Norfolk District Council).
E	Flood risk addressed?	Planning records. Visual inspection.	Potential for additional advice from EA.
F	Ground contamination	Planning records.	Potential for additional advice from EA.
G	Site interpretation provided?	Visual inspection.	
H	Open space provided? (Housing development only.)	Visual inspection. Planning records.	
I	Has groundwater been affected by the scheme?	Groundwater monitoring.	
J	Has water quality of the brook been affected by the scheme?	Water quality monitoring.	

Ref. PP/Policy DIT 2: Maltings Meadow Sports Ground, Ditchingham

(Preceding Draft Policy BUN/DSSP-c)

Inset Map 5

POLICY:

The continued use of the area for sports facilities will be supported. Development will, however, only be acceptable where it retains the general openness of the area, and avoids adverse impacts on neighbouring occupiers (including future residential or business occupiers of the adjacent Maltings site).

Particular care will be taken to consider the landscape impacts of fencing and other structures, and to minimise light pollution.

Any 'assembly and leisure' uses which are otherwise acceptable under this policy will be restricted to those parts of the site demonstrated to have a lower than 1 in 20 year return flood risk.

The site lies on a safeguarded mineral resource (sand and gravel) and any development proposals will need to address this.

CONSTRAINTS & FEATURES

Risk of flooding (almost wholly zone 3 by EA 2012 mapping; zones 1, 2, 3a & 3b by SFRA 2007 mapping EA almost wholly zone 3; SFRA zones 1,2,3a and 3b).

Minerals (sand and gravel) safeguarding area.

SUSTAINABILITY APPRAISAL CONCLUSION

Positive sustainability prospect.

PLANNING SUMMARY ASSESSMENT

This policy is intended to provide clarity and consistency in the approach to future development of the area, and in particular to stress the importance of the landscape sensitivity of this area of floodplain and grazing marshes, and potential impacts on neighbours' amenity.

The site provides valuable sports and recreation facilities for a wider area. The policy is intended to facilitate the continuation of this, while ensuring the interests of the landscape, neighbour amenity and flood risk are appropriately addressed.

The restriction of the location of any 'assembly and leisure' uses is made on the advice of the Environment Agency and in furtherance of national policy on flood risk, recognising that these are not appropriate in those parts of the site at a higher degree of risk where outdoor sports and recreation, and essential facilities such as changing rooms may be.

POLICIES OF PARTICULAR RELEVANCE TO THE JUSTIFICATION OF THIS POLICY

CORE STRATEGY: CS1, CS7, CS16, CS17, CS18, CS20, CS25.

NPPF: 17, 70, 73, 99, 100, 101, 109, 110, 115, 125, 143.

MONITORING INDICATORS

	MONITORING INDICATOR	LIKELY INFORMATION SOURCES	NOTES
A	New development retains general openness of area?	Visual inspection. Planning records.	
B	Continued provision of sports facilities?	Visual inspection. Planning records.	Potential for additional advice from district and parish councils.
C	Landscape impacts of lighting, fencing, etc., minimised?	Visual inspection. Planning records. BA Historic Environment Officer advice.	
D	Any assembly and leisure use(s) appropriately located in terms of flood risk policy?	Planning records.	Potential for additional advice from EA.

3.8 GREAT YARMOUTH - Newtown

PARISH	BOROUGH	COUNTY
non-parished	Great Yarmouth	Norfolk

3.8.1 Great Yarmouth Borough Council is the local planning authority for the vast majority of the town. The designated Broads area includes the River Bure and some land adjacent, including that covered by the policy below. It is the latter that the following policy applies to. Otherwise, the Broads part of the area is considered generally adequately covered by the Broads Core Strategy and Development Management policies.

Site Specific Policies for Great Yarmouth (Newtown)

Ref. PP/Policy GTY 1: Marina Quays (Port of Yarmouth Marina)

(Preceding Draft Policy GTY/DSSP-b)

Inset Map 6

POLICY:

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

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

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

CONSTRAINTS & FEATURES

River frontage with riverside footpath passing through; adjacent to Bure Park; petrol station and main road (Caister Road) adjacent.

Flood risk (zone 3 by EA 2012 mapping EA zone 3).

SUSTAINABILITY APPRAISAL CONCLUSION

Positive sustainability prospect.

PLANNING SUMMARY ASSESSMENT

The marina, public house, and public toilets on this site are currently closed and boarded up. While their reuse and upgrading would be welcome, it is uncertain whether this will be achieved. The policy wording reflects this situation, and also supports alternative redevelopments which will bring the area back into use while addressing the need to ensure appropriate regard is given to neighbouring uses and occupiers. Any such development would be subject to Development Management Policy DP1 and required to demonstrate no likely adverse impact on the integrity of Natura 2000 sites, including Breydon Water.

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

POLICIES OF PARTICULAR RELEVANCE TO THE JUSTIFICATION OF THIS POLICY

CORE STRATEGY: CS1, CS2, CS3, CS4, CS9, CS11, CS12, CS13, CS14, CS16, CS17, CS18, CS20, CS22, CS23.

NPPF: 20, 21, 99, 100, 101, 109, 110, 111, 115.

MONITORING INDICATORS

	MONITORING INDICATOR	LIKELY INFORMATION SOURCES	NOTES
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A	Site brought back into use?	Visual inspection. Planning records.	
B	Moorings in use?	Visual inspection. Advice of BA rangers.	
C	Development successful buffer between residential and park?	Visual inspection.	
D	Adverse impact on Breydon Water SPA/Ramsar/SSSI avoided?	SSSI Condition assessment. Planning records. Advice of BA Senior Ecologist.	Potential for additional advice from NE.

3.9 HADDISCOE

PARISH	DISTRICT	COUNTY
Haddiscoe	South Norfolk	Norfolk

3.9.1 Most of the village of Haddiscoe lies outside the Broads, and where South Norfolk District Council is the local planning authority. The Broads area of the Parish is predominantly marshland, but includes some of the properties on the riverward side of the road running along the edge of the higher land overlooking the marshes in the vicinity of Haddiscoe village; Haddiscoe Station; The Island, on the other side of the New Cut; and the boatyards and marina on the Island side of the river opposite St. Olaves.

3.9.2 This area includes the former public house adjacent to the Haddiscoe Cut Bridge. A Policy for this site is included under the St. Olaves heading, below. Apart from this, the policies of the Broads Core Strategy and Development Management Policies DPDs are considered to adequately cover the area.

3.10 HORNING

PARISH	DISTRICT	COUNTY
Horning	North Norfolk	Norfolk
Woodbastwick	Broadland	Norfolk

3.10.1 Horning is a sizeable village, most of which lies outside the Broads and where North Norfolk District Council is the local planning authority. That part outside the Broads is designated a 'service village' in the North Norfolk Core Strategy, where a small amount of development will be focused to support rural sustainability.

3.10.2 The Broads area, though, is extensive and includes the river frontage and other areas, and is a very popular recreation, tourism and residential area, with a significant number of small business to support these.

3.10.3 The Site Specific Policies for Horning continue a similar approach to the preceding 1997 Local Plan, but with refinements and updates to policy boundaries and wordings, and some additions. One of these policies relates to the opposite bank of the river, which is in Woodbastwick Parish.

3.10.4 The Swan, New Inn, and Ferry Inn are all included in the Waterside Pubs Network Policy (see Non-Settlement Policies section later in this document.)

3.10.5 These policies operate alongside those of the Broads Core Strategy and Development Management Policies DPDs and the designated Horning Conservation Area.

Site Specific Policies for Horning
<p>Ref. PP/Policy HOR 1: Development Boundary and Drainage (Preceding Draft Policy HOR/DSSP-a) Inset Map 7</p> <p><u>POLICY:</u></p> <p>A development boundary for the Broads part of Horning is defined on the Adopted Policies Map.</p> <p>New development likely to give rise to additional foul drainage output will not be permitted where either (a) this intensifies the use of non-mains foul drainage arrangements, or (b) this intensifies the use of mains foul sewer ahead of essential sewerage infrastructure works and demonstration that there is sufficient capacity at the sewage treatment works to serve the proposed development without harming nearby designated sites.</p>
<p><u>CONSTRAINTS & FEATURES</u></p> <p>Flood risk (zones 1, 2 & 3 by EA 2012 mapping EA zones 1,2 and 3).</p> <p>Conservation area.</p> <p>Listed buildings.</p> <p>Just across river from SAC, SPA, Ramsar Site, SSSI.</p> <p><u>SUSTAINABILITY APPRAISAL CONCLUSION</u></p> <p>Positive sustainability prospect.</p> <p><u>PLANNING SUMMARY ASSESSMENT</u></p> <p>The Broads part of the village is a substantial length of river frontage of varying character and a range of uses, including dwellings, shops, pubs, boatyards, etc. Trees, garden planting and lawns, and open areas make an important contribution to the character of the area.</p> <p>There is a significant range of local services including a number of shops, public houses, post office, recreation ground, primary school and pre-school, etc. A bus service runs about half-hourly by day, and hourly in the evenings, to Wroxham/Norwich and Stalham. Although there are no significant undeveloped areas within the core of the village (apart from those important as open space, etc, and dealt with under other policies), there is some potential scope for incremental renewal and replacement development, subject to other policies on flood risk.</p>

The boundary drawn has been deliberately drawn tighter than in the Local Plan, specifically excluding the southern 'water gardens' plots area, the immediate riverside where this is currently un-built, and more generally excluding gardens, etc. to reflect the government's changed definition of previously developed land.

Note that much of the development that has taken place in Horning since the Local Plan was adopted has taken place outside the boundary, under Local Plan policies for the redevelopment of boatyards, etc.

Restrictions on development without benefit of adequate mains sewerage are added on the advice of the Environment Agency in light of the potential for harm to nearby environmentally designated sites and the current shortcoming of the mains sewerage in the locality.

POLICIES OF PARTICULAR RELEVANCE TO THE JUSTIFICATION OF THIS POLICY

CORE STRATEGY: CS1, CS5, CS16, CS18, CS20, CS22, CS23, CS24, CS25.

NPPF: 28, 55, 99, 100, 101, 109, 110, 111, 115.

MONITORING INDICATORS

	MONITORING INDICATOR	LIKELY INFORMATION SOURCES	NOTES
A	Spread of waterside Horning contained?	Visual inspection. Advice of Broads Authority Development Management Team. Successive aerial photographs and Ordnance Survey maps.	
B	Previously developed land re-used?	Ditto	
C	Overdevelopment within boundary?	Ditto	
D	Any discernable harm to nearby SSSI, etc?	SSSI Condition assessment. Planning records. Advice of BA Senior Ecologist.	Potential for additional advice from NE.
E	Number of dwellings permitted outside development boundaries?	Planning records.	

Ref. PP/Policy HOR 2: Car Parking
(Preceding Draft Policy HOR/DSSP-b)
 Inset Map 7

POLICY:

The continued use of this land for car parking for visitors and others will be supported, and change to other uses only permitted if alternative car parking of equivalent capacity and convenience has been provided elsewhere in the vicinity.

Environmental improvements and landscaping will be encouraged to improve its

contribution to the character and appearance of the Conservation Area and to visual amenity.

Any change of use from car parking will need to be supported by a site flood risk assessment and demonstrated to be in conformity with national policy on flood risk.

CONSTRAINTS & FEATURES

Within Horning Conservation Area.

Not far (across river) from SSSI.

Flood risk (zones 1, 2 & 3 by EA 2012 mapping EA zones 1,2 and 3).

SUSTAINABILITY APPRAISAL CONCLUSION

Positive sustainability prospect.

PLANNING SUMMARY ASSESSMENT

Horning is a popular location for its views, boating, shops, public houses, river boat trips and more. Most visitors and residents arrive by car. (Public transport is limited and distances and routes to other centres do not encourage cycling and walking.) The existing pay and display car/coach park does intrude somewhat into the village scene close to the riverside, but it would be very difficult to find a satisfactory alternative of similar capacity, given the layout and sensitivity of the locality, and its loss would be a major blow to the village's economy and to the value of the area for enjoyment of the Broads.

Reference to flood risk in relation to any change of use is included on the recommendation of the Environment Agency in view of the site's proximity to identified areas of higher flood risk.

POLICIES OF PARTICULAR RELEVANCE TO THE JUSTIFICATION OF THIS POLICY

CORE STRATEGY: CS1, CS5, CS9, CS11, CS16, CS17, CS18, CS20, CS23.

NPPF: 28, 29, 70, 99, 100, 101, 115, 117.

MONITORING INDICATORS

	MONITORING INDICATOR	LIKELY INFORMATION SOURCES	NOTES
A	Level of car parking retained or replaced?	Visual inspection. Planning records.	Potential for additional information from Horning Parish Council and Broadland District Council.
B	Environmental improvements and landscaping achieved?	Visual inspection. Advice of Broads Authority Landscape Officer.	Ditto

Ref. PP/Policy HOR 3: Open Space
(Preceding Draft Policy HOR/DSSP c)
Inset Map 7

POLICY:

This area of open space is conserved for its contribution to the character and landscape of Horning, and the amenity of residents and visitors.

CONSTRAINTS & FEATURES

Within Horning Conservation Area.

Just across river from SSSI.

Flood risk (zones 1, 2 & 3 by EA 2012 mapping EA zones 1,2 and 3).

SUSTAINABILITY APPRAISAL CONCLUSION

Positive sustainability prospect.

PLANNING SUMMARY ASSESSMENT

This is a well used and appreciated open space, contributing to the amenity of residents and visitors to the area, to the setting of nearby historic buildings, and to the wider landscape of the area. Although there are many other spaces around Horning which contribute in various ways to the appearance and amenities of the area, this one is perhaps the most characteristic and important to its sense of place and role as a focus for visitors.

Specifically identifying this as open space is intended to complement the development boundary shown for other parts of Horning, and also to clarify that the various types of development which the Development Management Policies DPD would normally permit adjacent to or outside a development boundary would not be acceptable in the defined area.

The Environment Agency has confirmed the compatibility of the open space designation with the identified flood risk to the site. However, any works proposed to take place within 9 metres of the main River Bure will require an appropriate consent from the Environment Agency.

POLICIES OF PARTICULAR RELEVANCE TO THE JUSTIFICATION OF THIS POLICY

CORE STRATEGY: CS1, CS2, CS4, CS5, CS9, CS14, CS16, CS17, CS18, CS20, CS23.

NPPF: 73, 74, 75, 99, 100, 101, 110, 114, 115, 126.

MONITORING INDICATOR

	MONITORING INDICATOR	LIKELY INFORMATION SOURCES	NOTES
A	Contribution to local character and amenity retained?	Visual inspection. Successive photographs, including aerial.	Potential for additional information from Horning Parish Council.

Ref. PP/Policy HOR 4: Waterside plots

~~(Preceding Draft Policy HOR/DSSP-d)~~

Inset Map 7

POLICY:

~~The designated area of waterside plots will be protected from over-intensive~~

development and suburbanisation (including from the character of quay headings and boundary treatments), while encouraging the maintenance or upgrading of existing buildings, and permitting their replacement, where this is consistent with the openness, and the low key and lightweight forms of building, generally characteristic of the area and policies on flood risk.

The designated area of waterside plots will be protected from over-intensive development and suburbanisation (including from the character of quay headings and boundary treatments). The maintenance or upgrading of existing buildings will be encouraged and their replacement permitted where this is consistent with the openness and the low key and lightweight forms of building (which is generally characteristic of the area) and policies on flood risk.

Development should contribute to an increase in 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).

Development should contribute where feasible to (a) an upgrading of private sewerage systems, and (b) an increase in the amount of trees and other planting in the area (with due regard to avoiding creating wind obstruction near the riverside which might affect sailing on the river, and to the needs of the Environment Agency for access to the riverside for maintenance access).

CONSTRAINTS & FEATURES

Parts close to (across river) SAC, SPA, Ramsar, SSSI.

Flood risk (zone 3 by EA 2012 mapping EA zone 3).

SUSTAINABILITY APPRAISAL CONCLUSION

Positive sustainability prospect.

PLANNING SUMMARY ASSESSMENT

The Policy follows the preceding Local Plan's general approach of seeking to balance updating and redevelopment of the waterside plots, while retaining the best characteristics of the area and discouraging suburbanisation and over-intensive development. The wording of the policy seeks to clarify what the Authority is trying to achieve, and focus on the key qualities to be addressed in any development.

Any works proposed to take place within 9 metres of the main River Bure will require an appropriate consent from the Environment Agency.

The sailing club is excluded, and is subject of a separate policy (HOR 5 see below).

POLICIES OF PARTICULAR RELEVANCE TO THE JUSTIFICATION OF THIS POLICY

CORE STRATEGY: CS1, CS2, CS3, CS5, CS7, CS9, CS11, CS12, CS13, CS16, CS18, CS20, CS23, CS24.

NPPF: 28, 58, 93, 99, 100, 101, 109, 110, 115.

MONITORING INDICATORS			
	MONITORING INDICATOR	LIKELY INFORMATION SOURCES	NOTES
A	Remaining historic character and openness retained?	Visual inspection. Advice of Broads Authority Landscape Officer and Historic Environment Manager. Successive aerial photographs and Ordnance Survey maps.	
B	Flood risks not increased?	Planning records.	Potential for additional advice from EA.
C	Any discernable harm to nearby SSSI, etc?	SSSI condition assessment. Advice of BA Senior Ecologist and Environmental Officers.	Potential for additional advice from NE.

Ref. PP/Policy HOR 5: Horning Sailing Club
(Preceding Draft Policy HOR/DSSP-e)
Inset Map 7

POLICY:

Continued use of the island for sailing facilities will be encouraged.

Maintenance and upgrading, or replacement, of existing buildings for this use will be supported where this is consistent with the character of the riverside area and policies on flood risk. **Dwellings or holiday accommodation will not be permitted. Dwellings, business uses and holiday accommodation will not be permitted**

High standards of design will be required for buildings and structures, and particular care will be taken to:

- (a) limit the height, bulk and extent of building to retain the general openness of the area in which the club is located;
- (b) seek permeability of hard surfaced areas and sustainable drainage systems (SUDS);
- (c) avoid harming the amenity of nearby occupiers; **and**
- (d) consider the implications of any proposed development on navigation and nature conservation (including designated Natura 2000 sites).

The continued use of the land south of the footbridge for car parking associated with the sailing club is supported, but built development here would not be acceptable.

CONSTRAINTS & FEATURES
Lies within Horning Conservation Area.
Just across river from SSSI, SAC, SPA, Ramsar Site.
Flood risk (**zone 3 by EA 2012 mapping EA zone 3**).

SUSTAINABILITY APPRAISAL CONCLUSION

Positive sustainability prospect.

PLANNING SUMMARY ASSESSMENT

In reviewing the Local Plan policy HOR1, it was considered that it would be preferable to treat the sailing club separately from the holiday and residential waterside plots around it. This allows the encouragement of the continuation of this valuable use in the location, and allows the Policy wording to be better focused on the particular likely redevelopment issues relating to a sailing club and to its immediate surroundings. The land off the island is considered suitable for car parking associated with the sailing club, but built development here would reduce the area's contribution to the openness of the area in general and the adjacent public open space adjacent in particular.

The Habitats Regulations Assessment identified the potential for future developments at the club to have adverse effects on the nearby Natura 2000 sites. The Habitats Regulations and Broads Development Management Policy DP1 provide require that this potential is assessed and avoided in respect of any future planning application.

POLICIES OF PARTICULAR RELEVANCE TO THE JUSTIFICATION OF THIS POLICY

CORE STRATEGY: CS1, CS2, CS3, CS5, CS7, CS13, CS17, CS18, CS20, CS23.

NPPF: 70, 73, 74, 99, 100, 101, 109, 110, 115.

MONITORING INDICATORS

	MONITORING INDICATOR	LIKELY INFORMATION SOURCES	NOTES
A	Continued facilities for recreational boating?	Visual inspection. Advice of Broads Authority Rangers and other navigation staff.	Potential additional advice from boating groups in the Broads.
B	Any apparent impact on nearby SSSI, etc?	SSSI condition assessment. Advice of BA Senior Ecologist and Environmental Officers.	Potential for additional advice from NE.
C	Incorporation of permeable hard-standing surfaces and SUDS in any new development?	Visual inspection. Planning records.	Potential for additional advice from Norfolk County Council Flood and Water Management staff.
D	New development consistent with the character and openness of its surroundings?	Visual inspection. Advice of Broads Authority Historic Environment Manager and Landscape Officer.	
E	Avoids harm to residential amenity?	Visual inspection. Planning records.	
F	Area south of the footbridge retained open?	Visual inspection. Planning records.	
G	Any apparent impact on navigation?	Visual inspection. Advice of Broads Authority Rangers and other navigation staff.	

Ref. PP/Policy HOR 6: Crabbett's Marsh

~~(Preceding Draft Policy HOR/DSSP-f)~~

Inset Map 7

POLICY:

This area will be protected for its landscape and nature conservation value, ~~and also in consideration of its poor road access.~~ **It is also recognised that the access here is a major constraint**

All forms of new built development will be firmly resisted, as will the stationing of vehicles, caravans and boats. This includes sheds and similar structures; such engineering works as raised ground levels, road building, creation of moorings, cuts, paved tracks, hard-standings or quay headings. (In this context the stationing of boats excludes short-term halts of waterborne craft in the course of navigation.)

Acceptable uses are likely to be those which are compatible with its semi-natural and undeveloped state, such as intermittent and very low level private leisure use.

CONSTRAINTS & FEATURES

Tree preservation order for this and adjacent area, which also forms an important backdrop to Horning.

Alder Carr woodland is a Broads Biodiversity Action Plan priority habitat.

Not far (across river) from SAC, SPA, Ramsar, SSSI.

Article 4 Direction (1972) removes permitted development rights for gates, fences, walls and enclosures; temporary use of land under '28 day rule'; etc.

Flood risk **(predominantly zone 3 by EA 2012 mapping, with small areas of zones 1 & 2 predominantly EA zone 3; small area zones 1 & 2).**

SUSTAINABILITY APPRAISAL CONCLUSION

Positive sustainability prospect.

PLANNING SUMMARY ASSESSMENT

Attempts to control the incremental development of this area go back to at least the early 1970s, and have been complicated by the sale and purchase of individual 'leisure plots' without always sufficient regard to the lawful uses of the land. During that time a very limited amount of development has either been granted planning permission or become immune from enforcement action, but more generally the Authority (and its predecessors as local planning authority) have sought to resist built development and engineering works such as the building of roads and the cutting of mooring basins.

The proposed Policy continues the Local Plan's approach seeking to resist the erosion of the area's landscape and nature conservation value, and recognising the limitations of the road access, while revising the wording to clarify what the Policy is seeking to achieve and the acceptable range of possibilities.

The stated protection of this site, and the restriction on caravans, etc., is supported by the Environment Agency on flood risk grounds.

POLICIES OF PARTICULAR RELEVANCE TO THE JUSTIFICATION OF THIS POLICY

CORE STRATEGY: CS1, CS2, CS7, CS12, CS13, CS16, CS18, CS20, CS23, CS24.

NPPF: 99, 100, 101, 109, 110, 114, 115, 117.

MONITORING INDICATORS

	MONITORING INDICATOR	LIKELY INFORMATION SOURCES	NOTES
A	Integrity, appearance and wildlife value of carr woodland retained?	Visual inspection. Advice of Broads Authority Landscape Officer and Ecologists.	
B	Encroachment of development avoided?	Visual inspection. Planning records. Advice of Broads Authority Development Management Team. Successive photographs (incl. aerial) and Ordnance Survey maps.	
C	Additional use of road access avoided?	Visual inspection. Advice from Broads Authority Development Management and Ranger Teams.	Potential for additional information from Parish Council, or from neighbour complaints.
D	Any discernable harm to nearby SSSI?	SSSI Condition assessment. Planning records. Advice of BA Senior Ecologist.	Potential for additional advice from NE.

Ref. PP/Policy HOR: 7 Horning - Boatyards, etc. at Ferry Rd. & Ferry View Rd.

(Preceding Draft Policy HOR/DSSP g)

Inset Map 7

POLICY:

The land identified on the Adopted Policies Map will be subject to policies DP18 (General Employment) and DP20 (Boatyards), and for the purposes of DP 25 (New Residential Moorings) will be treated as if adjacent to the development boundary.

Developments should include

- a. appropriate measures to manage any risk of water pollution arising from development; and,
- b. significant landscape planting to help soften the appearance of the area, integrate it into the wider landscape, and support wildlife and biodiversity (e.g. by use of nectar mixes), but avoiding wind shadowing impacts on river sailing.

The range of potential development will be constrained by the high flood risk to most of this area and the application of national and local policies on flood risk.

CONSTRAINTS & FEATURES

Close to SAC, SPA, Ramsar site, SSSI, NNR.

Flood risk **predominantly zone 3 by EA 2012 mapping, with small areas of zones 1 & 2**

predominantly EA zone 3; small areas 1 & 2).

SUSTAINABILITY APPRAISAL CONCLUSION

Positive sustainability prospect.

PLANNING SUMMARY ASSESSMENT

The area is somewhat separate from the heart of the village but provides an important range of boating and ancillary services and of moorings. Significant development has taken place in recent years (although some of this has remained unoccupied). The boat and related services contribute to the character of Horning, the local economy, and sustaining marine skills.

The Policy gives certainty to the application of industrial and boatyard policies to the area. It has been further considered that it may be appropriate to permit residential boat moorings here, given the scale and character of the area, and the availability of nearby services, even though the area does not abut a development boundary, so the relevant Development Management Policy is specifically applied to it (as it is to a limited number of other boatyards elsewhere).

The Environment Agency highlighted that almost all the area is in flood risk zone 3b, and the need to address the risks of water pollution for waterside sites in boatyard use. Further, any works proposed to take place within 9 metres of the main River Bure will require an appropriate consent from the Environment Agency

POLICIES OF PARTICULAR RELEVANCE TO THE JUSTIFICATION OF THIS POLICY

CORE STRATEGY: CS1, CS2, CS3, CS7, CS9, CS11, CS12, CS13, CS14, CS18, CS20, CS22, CS23, CS24.

NPPF: 20, 21, 28, 58, 99, 100, 101, 109, 110, 111, 115.

MONITORING INDICATORS

	MONITORING INDICATOR	LIKELY INFORMATION SOURCES	NOTES
A	Continued use for marina and other boat related businesses?	Visual inspection. Planning records.	
B	Any discernable harm to nearby SSSI, etc.?	SSSI Condition assessment. Planning records. Advice of BA Senior Ecologist.	Potential for additional advice from NE.
C	Significant landscape planting provided with any new development?	Visual inspection. Planning records. Advice of BA Landscape Officer.	
D	Any new development flood risk policy compliant?	Planning records.	Potential for additional advice from EA.
E	Has any water pollution arisen as a result of the development?	Water quality monitoring.	

Ref. PP/Policy HOR 8: Woodbastwick Fen moorings

~~(Preceding Policy HOR/DSSP-h)~~

Inset Map 7

POLICY:

This area will be conserved for the green and semi-natural backdrop it gives to Horning village while providing a significant number of moorings for navigable craft.

Improvements to the appearance of the area will be sought, and, if opportunities arise, the removal of houseboats and residential moorings.

Particular care will be taken to protect the landscape, environmental and wildlife value of Woodbastwick Fen, including the adjacent internationally protected wildlife site.

The defined area will be kept generally free of buildings and above ground structures. Provision of unobtrusive quay headings, steps, ramps and small scale storage lockers, for use incidental to the enjoyment of the moorings will be supported. External storage, and extensive hard paving or boardwalks, will not be acceptable.

No new moorings will be permitted on the river frontage, in order to avoid further restriction of the navigable area of the river.

New residential moorings or houseboats will not be permitted. (The area will be treated as not being adjacent to a development boundary for the purposes of DM Policy DP25.)

CONSTRAINTS & FEATURES

Immediately adjacent to (and slightly overlaps) SSSI, SAC, SPA, Ramsar site.

Part of setting of the Horning Conservation Area on the opposite bank of the river.

Flood risk (~~zones 2 & 3 by EA 2012 mapping EA zones 2 and 3).~~

SUSTAINABILITY APPRAISAL CONCLUSION

Positive sustainability prospect.

PLANNING SUMMARY ASSESSMENT

The area is an important boating resource, but very sensitive in terms of landscape, wildlife and habitats, and also with potential to impinge on navigation in this, one of the busiest stretches of water in the Broads.

Woodbastwick Parish Council has specifically sought restrictions to development in the parishes so as to retain the natural landscape where important habitats have evolved.

The area excludes the less developed western extent of moorings, which is now considered best treated as open countryside for planning purposes.

The Policy's restriction on buildings, and intended removal of houseboats and residential moorings if opportunities arise, are supported by the Environment Agency on flood risk grounds.

POLICIES OF PARTICULAR RELEVANCE TO THE JUSTIFICATION OF THIS POLICY			
CORE STRATEGY: CS1, CS2, CS3, CS7, CS9, CS11, CS13, CS14, CS16, CS18, CS20, CS23.			
NPPF: 58, 74, 99, 100, 101, 109, 110, 114, 115.			
MONITORING INDICATORS			
	MONITORING INDICATOR	LIKELY INFORMATION SOURCES	NOTES
A	Spread of moorings and reduction in openness avoided?	Visual inspection. Successive photographs (include. Aerial). Advice from BA Landscape Officer.	
B	Any discernable harm to adjacent SSSI, etc.?	SSSI Condition assessment. Planning records. Advice of BA Senior Ecologist.	Potential for additional advice from NE.
C	Continued availability of the area for flood water capacity?	Visual Inspection.	Potential for additional advice from EA.

3.11 HOVETON & WROXHAM

PARISHES	DISTRICTS	COUNTY
Hoveton	North Norfolk	Norfolk
Wroxham	Broadland	Norfolk

3.11.1 The villages of Hoveton and Wroxham together form one of the larger Broads settlements, and a particularly important centre for boating and tourism. The Broads area includes extensive areas either side of the River Bure, up and downstream of the bridge. Most of the built up areas of Hoveton and Wroxham, though, are outside the designated Broads boundary. Outside of this area, in Hoveton (north of the river) North Norfolk District Council is the local planning authority, and in Wroxham (south of the river) Broadland District Council.

3.11.2 The King's Head and Hotel Wroxham are included in the Waterside Pubs Network Policy (see Non-Settlement policies section later in this document).

3.11.3 In addition to these policies, the adopted policies of the Broads Core Strategy and Development Management Policies DPDs will apply across the area.

Site Specific Policies for Hoveton and Wroxham.	
Ref. PP/Policy	HOV 1: Development Boundary
<i>(Preceding Draft Policy WRX/DSSP-a)</i>	
Inset Map 8	
POLICY:	
A development boundary is defined for Wroxham and Hoveton. Within this area development will generally be acceptable, subject to the other policies of the development plan (and in particular flood risk), and the following.	
Outside the designated village centre area retail uses will not be acceptable, in order to	

secure the continued viability and vibrancy of retailing in the village centre, and limit the spread of traffic congestion (see Policy HOV4).

Particular care will be taken to avoid uses which may generate excessive traffic on the minor roads of the area or in the village centre/bridge area, and to secure the retention of boatyard uses and related employment land.

CONSTRAINTS & FEATURES

Close to SPA and SAC.

Lies partly within Wroxham Conservation Area.

Flood risk (mainly zone 3 by EA 2012 mapping, and partly zones 1 & 2 mainly EA zone 3, parts 1 & 2).

The SFRA shows almost all of the area is at risk of flooding.

Capacity of minor roads in the area.

SUSTAINABILITY APPRAISAL CONCLUSION

Positive sustainability prospect.

PLANNING SUMMARY ASSESSMENT

The combined area of Wroxham and Hoveton is one of the largest concentrations of development, population and services in the Broads. It has a range of shopping, employment opportunities, leisure and health facilities, etc., and relatively frequent rail and bus services. Although there is little undeveloped land (aside from gardens and public spaces) there has long been a gradual renewal and replacement of buildings and uses within the area, and there are at present a limited number of derelict or underused sites ripe for redevelopment. Thus the area meets the Core Strategy criteria for 'concentration of development'.

The development boundary excludes areas identified as open space, and includes boatyards and other development on the south (Wroxham) bank. It also complements the Village Core policy (see below) to continue the focus of retail and related development in the village centre.

Parts of the area are at risk of flooding. The relevant Development Management and National Planning Policy Framework Policies will apply, and a site flood risk assessment may be required to establish the degree of risk.

POLICIES OF PARTICULAR RELEVANCE TO THE JUSTIFICATION OF THIS POLICY

CORE STRATEGY: CS1, CS16, CS18, CS19, CS20, CS22, CS23, CS24, CS25.

NPPF: 20, 21, 23, 33, 55, 99, 100, 101, 109, 110, 111, 115.

MONITORING INDICATORS

	MONITORING INDICATOR	LIKELY INFORMATION SOURCES	NOTES
A	Development close to services and public transport facilitated?	Visual inspection. Planning records.	

B	Previously developed land re-used?	Visual inspection. Planning records.	
C	Boatyards and related employment land retained?	Visual inspection. Planning records.	
D	Overdevelopment of plots avoided?	Visual inspection. Planning records.	
E	Traffic generation of new development compatible with the policy objectives?	Visual inspection. Planning records.	Potential for additional advice from Norfolk County and Broadland and North Norfolk District Councils.
F	Number of dwellings permitted outside development boundaries?	Planning records.	
G	Flood risk reduced or not increased?	No. of planning permissions granted contrary to EA advice; Planning Records; Visual Inspection	

Ref. PP/Policy HOV 2: Open Space Green Infrastructure

(Preceding Policy WRX/DSSP-b)

Inset Map 8

POLICY:

The identified significant areas of **Green Infrastructure** **open space** will be retained for their combined and respective contributions to the character and appearance of the village, the amenity of visitors and local residents, flood water capacity and nature conservation.

CONSTRAINTS & FEATURES

Parts lie within the Wroxham Conservation Area.

Most at serious risk of flooding, according to SFRA.

Flood risk (EA zones 1, 2 and 3-zones 1, 2 & 3 by EA 2012 mapping).

SUSTAINABILITY APPRAISAL CONCLUSION

Positive sustainability prospect.

Flood risk (EA zones 1,2 and 3).

PLANNING SUMMARY ASSESSMENT

This Policy seeks to protect a number of areas of open space. It is important to recognise that it is protecting their openness, and not specifically promoting public access to them. Parts of the proposed area have public access, but others are private and do not.

The area has four distinct parts.

1. The first is an area off Brimblelow Road, much of which is private garden and

mooring, but makes an important contribution to the landscape and amenity of the vicinity, a visual and wildlife link to the open land (marshes and woodland) close to the east, and where significant development would not, in any case be acceptable because of flood risk and access/highway limitations.

2. The second area comprises the extensive gardens of properties in Beech Road. The inclusion of the area in the open space Policy is intended to provide greater clarity about what the Authority wishes to see here, and to avoid some recent developments creating a precedent.
3. The third area is the public open areas along the riverside between Granary Quay (included) and stretching up past the pub, moorings, Visitor Centre, railway bridge and a little beyond. Hoveton Parish Council stated in consultation that they wished to see Granary Staithe kept open and accessible to the public for the enjoyment of both residents and visitors and as an asset on the northbound entry into Hoveton, and that this view is widely supported by feedback they have had from residents.
4. The fourth area is the public staithe, Trafford Memorial Ground, Caen Meadow area off Church Road, as proposed by Wroxham Parish Council. The area is remote from the development boundaries in this plan but very close to those of the Broadland Local Plan just across the road and outside the Broads boundary.

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

POLICIES OF PARTICULAR RELEVANCE TO THE JUSTIFICATION OF THIS POLICY

CORE STRATEGY: CS1, CS2, CS4, CS5, CS9, CS17, CS20, CS23.

NPPF: 73, 74, 75, 109, 110, 114, 115.

MONITORING INDICATORS

	MONITORING INDICATOR	LIKELY INFORMATION SOURCES	NOTES
A	Openness of the four areas maintained?	Visual inspection. Successive photographs (include. Aerial). Advice from BA Landscape Officer.	
B	Semi-natural appearance of the areas (where relevant) maintained?	Visual inspection. Successive photographs (include. Aerial). Advice from BA Landscape Officer.	
C	Value for biodiversity and flood capacity (where relevant) maintained?	Planning records. Advice of BA Ecologists	Potential for additional advice from Norfolk County Council, EA & NE.
D	Contribution to townscape and character of Conservation Area (where relevant) maintained or enhanced?	Visual inspection. Successive photographs. Advice of BA Historic Environment Manager.	
E	Value for public or	Visual inspection. Planning	Potential for additional

	private (as existing) recreation maintained?	records.	advice from Hoveton and Wroxham Parish Councils.								
Ref. PP/Policy HOV 3: Station Road car park <i>(Preceding Draft Policy WRX/DSSP-c)</i> Inset Map 8 POLICY: This area will be retained in use for car parking, unless a commensurate scale and accessibility of parking provision is secured in a satisfactory manner elsewhere within the central area of the village.											
<u>CONSTRAINTS & FEATURES</u> None in particular. Flood risk (zones 1, 2 & 3 by EA 2012 mapping EA-zones 1, 2 and 3). <u>SUSTAINABILITY APPRAISAL CONCLUSION</u> Positive sustainability prospect. Flood risk (EA-zones 1, 2 and 3). <u>PLANNING SUMMARY ASSESSMENT</u> The availability of sufficient parking is a major factor in the continued success of businesses in the area and to the vitality of Wroxham and Hoveton. Given the nature of the hinterland, car use is the primary means of access to facilities for most people. The availability of the present level of parking is important to maintain that access. The concentration of car parking (here and elsewhere around the village) also helps reduce the clutter of cars in the wider townscape. This land might, in principle, be suitable for alternative forms of development, but the loss of the car parking it provides would harm the village and the accessibility of facilities to many. Provision of equivalent car parking elsewhere close to the centre of the village would be very difficult to achieve. However, in the unlikely event that such parking provision could be accommodated elsewhere, the wording of this Policy would conditionally allow a change of use. <u>POLICIES OF PARTICULAR RELEVANCE TO THE JUSTIFICATION OF THIS POLICY</u> CORE STRATEGY: CS9, CS11, CS16, CS17, CS18, CS23. NPPF: 29, 40, 70. <u>MONITORING INDICATORS</u> <table border="1"> <thead> <tr> <th></th><th>MONITORING INDICATOR</th><th>LIKELY INFORMATION SOURCES</th><th>NOTES</th></tr> </thead> <tbody> <tr> <td>A</td><td>Existing level of car parking provision in village centre maintained?</td><td>Visual inspection. Planning records.</td><td>Potential for additional advice from Hoveton Parish Council or North Norfolk District Council.</td></tr> </tbody> </table>					MONITORING INDICATOR	LIKELY INFORMATION SOURCES	NOTES	A	Existing level of car parking provision in village centre maintained?	Visual inspection. Planning records.	Potential for additional advice from Hoveton Parish Council or North Norfolk District Council.
	MONITORING INDICATOR	LIKELY INFORMATION SOURCES	NOTES								
A	Existing level of car parking provision in village centre maintained?	Visual inspection. Planning records.	Potential for additional advice from Hoveton Parish Council or North Norfolk District Council.								
Ref. PP/Policy HOV 4: Village Retail Core <i>(Preceding Draft Policy WRX/DSSP-d)</i>											

Inset Map 8

POLICY:

Redevelopment of sites and buildings within this area will be supported where this provides retail, tourist or boating facilities, and enhances the appearance of the area. Residential uses will be supported only where they do not displace a potential retail, tourism or business frontage (e.g. at first floor level or on a non-business frontage).

Particular care will be taken to ensure that

- (i) developments do not significantly exacerbate traffic congestion and air quality problems in the vicinity of the bridge, and
- (ii) the scale, massing and external treatments, including advertising, contribute to the enhancement of the area's appearance.

CONSTRAINTS & FEATURES

Flood risk (zones 1, 2 & 3 by EA 2012 mapping EA zones 1,2 and 3).

SUSTAINABILITY APPRAISAL CONCLUSION

Positive sustainability prospect.

PLANNING SUMMARY ASSESSMENT

The village core and the services it provides are an important resource for residents from a wide area, and for visitors, and it is considered important to signal that this will continue to be supported.

Complementary to this is the wider development boundary Policy (above) which generally resists retail development outside this village centre area, on the grounds both that this supports the vitality of the village centre and it avoids the likely associated traffic flows in the streets outside of the village centre, many of which are limited in width and alignment.

POLICIES OF PARTICULAR RELEVANCE TO THE JUSTIFICATION OF THIS POLICY

CORE STRATEGY: CS7, CS9, CS11, CS12, CS16, CS17, CS18, CS19, CS20, CS22, CS23, CS24, CS25.

NPPF: 20, 21, 23, 37, 99, 100, 101, 111, 115.

MONITORING INDICATORS

	MONITORING INDICATOR	LIKELY INFORMATION SOURCES	NOTES
A	Concentration of retail, etc. uses in village centre maintained?	Visual inspection. Planning records.	Potential for additional advice from North Norfolk District Council planning staff.
B	Vibrancy of village centre maintained?	Visual inspection.	Potential for additional advice from Hoveton and Wroxham Parish Councils and North Norfolk District Council.

3.12 LUDHAM

PARISH	DISTRICT	COUNTY
Ludham	North Norfolk	Norfolk

3.12.1 Ludham is a large village, most of which is outside the designated Broads area and where North Norfolk is the local planning authority.

3.12.2 The Broads part of Ludham is centred on Womack Water, including the staithe, numerous boatyards, and a number of houses backing onto it. A small area of houses further away from the Water relate more directly to the main part of the village. The area is considered generally adequately covered by the policies of the Broads Core Strategy and Development Management Policies together with the designated Conservation Area.

3.12.3 The Dog Inn at Johnson Street, near Ludham Bridge, is included within a the Waterside Pubs Network policy (see Non-Settlement Policies section later in this document).

3.13 NORWICH

PARISH	DISTRICTS	COUNTY
(non-parished)	Norwich City	Norfolk
Thorpe St. Andrew	Broadland	Norfolk

3.13.1 Norwich City Council is the local planning authority for most of the city. The designated Broads area, where the Broads Authority is the local planning authority, includes the river Wensum as it passes through the city centre (including parts of the Bracondale, City Centre, and St. Matthews Conservation Areas) from the head of navigation at New Mills Yard to its confluence with the Yare at Trowse Eye. Here the designated Broads area widens out and includes land either side of the river.

3.13.2 To the north of the River Yare at this point, it includes part of an extensive semi-derelict area, comprising former industrial land and known as the Utilities Site.

Site Specific Policies for Norwich
<p>Ref. PP/Policy NOR 1: Utilities Site <i>(Preceding Draft Policy NOR/DSSP a)</i> Inset Map 9</p> <p>POLICY: Redevelopment of this area will be sought to realise its potential contribution to the strategic needs of the wider Norwich area.</p> <p>Redevelopment proposals will only be supported where they do not prejudice a comprehensive and deliverable mixed use scheme for the whole of the Deal Ground/Utilities Sites Core Area (including those parts outside the Broads boundary) which -</p>

- a) Protects and enhances natural assets;
- b) Provides a high quality local environment;
- c) Balances scale and massing of development having regard to its location on the fringe of the countryside, and makes a positive contribution to the views between the river and the site;
- d) Does not impede the navigation of the rivers Yare and Wensum;
- e) Manages flood risk on the site and does not increase this elsewhere;
- f) Provides sustainable access, including the pedestrian and cycle links through the site and linking to the wider network;
- g) Provides public access to the length of the Yare riverfront; and
- h) Is energy and water efficient;
- i) Identifies, and provides remediation of, any existing ground contamination;
- j) Manages any risk of pollution of groundwater or river water arising from the proposed uses; and
- k) Makes appropriate use of the safeguarded sand and gravel resources on the site where practicable

The Authority will also seek, where this can be satisfactorily achieved as part of the overall scheme, –

- I. A pedestrian/cycle link across the Wensum and Yare between the City Centre and Whitlingham Country Park
- II. Improved opportunities for recreation
- III. Improved facilities for recreational boating.

CONSTRAINTS & FEATURES

Close to Norfolk County Wildlife Site – Carey’s Meadow.

Likely to be of archaeological interest (Roman and WW2 finds in vicinity).

Flood risk (zone 2 by EA 2012 mapping EA zones 2).

SUSTAINABILITY APPRAISAL CONCLUSION

Positive sustainability prospect.

PLANNING SUMMARY ASSESSMENT

The site is part of a much wider area of industrial land, now largely redundant, and stretching across the planning boundaries of the Broads Authority, Norwich City Council and South Norfolk District Council. This wider area is seen as having strategic development potential, but bringing development forward is complicated by access problems and the number of different landowners.

The wording for this Policy reflects, but simplifies and adds to, the content of the ‘East Norwich Joint Statement’ produced by Norwich City Council in association with the Broads Authority and South Norfolk DC.

The Environment Agency

- supports the reference to the need to address flood risk issues, and highlights the need for Flood Defence Consent from the Agency for development and trees in

- proximity to the river;
- highlights the importance of protection against water pollution, that the site lies over groundwater resources and within Source Protection Zone 1, and the potential risks of water pollution from waterside sites in any industrial/boatyard uses; and
- draws attention to the potential of contaminated land.

Norfolk County Council identifies that the site includes a safeguarded minerals (sand and gravel) resource.

POLICIES OF PARTICULAR RELEVANCE TO THE JUSTIFICATION OF THIS POLICY

CORE STRATEGY: CS1, CS2, CS3, CS4, CS5, CS6, CS7, CS8, CS9, CS11, CS12, CS13, CS14, CS15, CS16, CS17, CS18, CS19, CS20, CS21, CS22, CS23, CS24, CS25.

NPPF: 47, 50, 51, 58, 69, 75, 99, 100, 101, 109, 110, 111, 114, 115, 121, 143.

MONITORING INDICATORS

	MONITORING INDICATOR	LIKELY INFORMATION SOURCES	NOTES
A	Site redeveloped?	Visual inspection. Planning records.	Potential for additional advice from Norwich City Council planning staff.
B	Contaminated land remediated?	Planning records.	Potential for additional advice from Norwich City Council planning staff.
C	Archaeological potential addressed?	Planning records. Advice of BA Historic Environment Manager.	Potential for additional advice from Norfolk County Council heritage staff or Norwich City Council planning staff.
D	Flood risk addressed?	Planning records.	Potential for additional advice from Norfolk County Council & EA.
E	Mixed uses?	Planning records.	Potential for additional advice from Norwich City Council planning staff.
F	Housing, including affordable housing, delivered?	Planning records.	Potential for additional advice from Norwich City Council planning staff.
G	Energy efficient?	Planning records.	Potential for additional advice from Norwich City Council planning staff.
H	Riverside access delivered?	Visual inspection. Advice of BA Waterways and Access Officers.	
I	Satisfactory visual relationship with surrounding countryside fringe?	Visual inspection. Planning records. Advice of BA Landscape Officer.	
J	Navigation unimpeded?	Visual inspection. Advice of	Potential for additional

		BA Waterways and Access Officers.	advice from the BA Navigation Committee.																
K	Links to wider foot/cycle path network?	Planning records. Advice of BA Waterways and Access Officers.	Potential for additional advice from Norwich City Council planning staff.																
<p>Ref. PP/Policy NOR 2: Riverside walk <i>(Preceding Draft Policy NOR/DSSP-b)</i> Inset Map 9</p> <p>POLICY:</p> <p>Land will be safeguarded for a riverside walk along the Yare, and implemented in a way which links to the wider network of public access in the area.</p> <p>Development of the walkway will need to address the archaeological and minerals potential of the area.</p>																			
<p><u>CONSTRAINTS & FEATURES</u></p> <p>Likely archaeological interest in the area (Roman wharfs, WW2 structures found in vicinity). Flood risk (zone 2 by EA 2012 mapping EA zones 2).</p> <p><u>SUSTAINABILITY APPRAISAL CONCLUSION</u></p> <p>Very positive sustainability prospect.</p> <p><u>PLANNING SUMMARY ASSESSMENT</u></p> <p>Public access to the riverside along this stretch of the Yare has long been a policy objective. This is included in the aspirations for the development of the 'Utilities Site', but is proposed as an additional, separate Policy so that this is clearly indicated as an intention even if the adjacent site is developed later, or in a way different to that envisaged by that policy.</p> <p>The Environment Agency highlights the need for Flood Defence Consent from the Agency for development and for any trees in proximity to the river.</p> <p><u>POLICIES OF PARTICULAR RELEVANCE TO THE JUSTIFICATION OF THIS POLICY</u></p> <p>CORE STRATEGY: CS1, CS4, CS16, CS17, CS20, CS23, CS25. NPPF: 75, 99, 100, 101, 109, 114, 115, 143.</p> <p><u>MONITORING INDICATORS</u></p> <table> <tr> <th></th><th>MONITORING INDICATOR</th><th>LIKELY INFORMATION SOURCES</th><th>NOTES</th></tr> <tr> <td>A</td><td>Riverside walkway delivered?</td><td>Visual inspection. Advice of BA Waterways and Access Officers.</td><td></td></tr> <tr> <td>B</td><td>Archaeological potential addressed?</td><td>Planning records. Advice of BA Historic Environment Manager.</td><td>Potential for additional advice from Norfolk County Council Heritage Service.</td></tr> <tr> <td>C</td><td>Links to wider public</td><td>Visual inspection. Advice of</td><td></td></tr> </table>					MONITORING INDICATOR	LIKELY INFORMATION SOURCES	NOTES	A	Riverside walkway delivered?	Visual inspection. Advice of BA Waterways and Access Officers.		B	Archaeological potential addressed?	Planning records. Advice of BA Historic Environment Manager.	Potential for additional advice from Norfolk County Council Heritage Service.	C	Links to wider public	Visual inspection. Advice of	
	MONITORING INDICATOR	LIKELY INFORMATION SOURCES	NOTES																
A	Riverside walkway delivered?	Visual inspection. Advice of BA Waterways and Access Officers.																	
B	Archaeological potential addressed?	Planning records. Advice of BA Historic Environment Manager.	Potential for additional advice from Norfolk County Council Heritage Service.																
C	Links to wider public	Visual inspection. Advice of																	

Comment [NB5]: Change since Planning Committee

	access network?	BA Waterways and Access Officers.	
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3.14 ORMESBY ST. MICHAEL

PARISH	DISTRICT	COUNTY
Ormesby St. Michael	Great Yarmouth Borough	Norfolk

3.14.1 Most of Ormesby St. Michael lies outside the designated Broads area, and where Great Yarmouth Borough Council is the local planning authority.

3.14.2 The Broads part of Ormesby St. Michael includes a peninsular of land almost surrounded by Ormesby Broad, Ormesby Little Broad, and Rollesby Broad. Small areas of housing along the main road are included, as is some agricultural and horticultural land, but the area is predominantly occupied by an extensive water treatment works.

3.14.3 The adjacent broads are very sensitive to development and other impacts on water quality, both because of the area's environmental value and because they provide the public water supply to a large population. The area lies within a wider 'Trinity Broads' Policy area (see Non-Settlement Policies section later in this document).

3.14.4 The Eels Foot Inn is included in the Waterside Pubs Network Policy (see Non-Settlement Policies section later in this document).

Site Specific Policy for Ormesby St. Michael
<p>Ref. PP/Policy ORM 1: Ormesby waterworks (Preceding Draft Policy ORM/DSSP-a)</p> <p>Inset Map 10</p> <p><u>POLICY:</u></p> <p>Ormesby water treatment works will be protected from development which adversely affects the proper functioning of the waterworks and its contribution to the landscape and visual amenity of the locality.</p> <p>Development reasonably required for the operation of the water treatment works, and the operator's statutory duties as a water supply undertaker, will be supported where this</p> <ul style="list-style-type: none"> a) is designed to make a positive contribution to the local landscape or to minimise any negative visual impact, particularly when viewed from Ormesby, Ormesby Little, and Rollesby Broads: and b) where the tree coverage of the site, which makes an important contribution to the character and appearance of the area is retained, and also protected during construction works; and c) has no adverse impact on the adjacent Special Area of Conservation and Site of Special Scientific Interest. <p><u>CONSTRAINTS & FEATURES</u></p>

Site adjacent to, and slightly overlapping with, SAC and SSSI.
Flood risk (~~EA zones 1, 2 and 3~~ zones 1, 2 & 3 by EA 2012 mapping).

SUSTAINABILITY APPRAISAL CONCLUSION

Very positive sustainability prospect.

Comment [NB6]: Change since Planning Committee

PLANNING SUMMARY ASSESSMENT

Ormesby waterworks, run by Essex and Suffolk Water, provides the public water supply for a large area around Great Yarmouth. The company is also involved in improvements to water in the Trinity Broads as part of the Trinity Broads Partnership.

The Policy is intended to continue to provide encouragement for the maintenance and upgrading of the works, while ensuring that the sensitivities of the area are fully addressed in any development.

POLICIES OF PARTICULAR RELEVANCE TO THE JUSTIFICATION OF THIS POLICY

CORE STRATEGY: CS1, CS2, CS5, CS7, CS13, CS18, CS20, CS22.

NPPF: 99, 100, 101, 109, 110, 114, 115, 162.

MONITORING INDICATORS

	MONITORING INDICATOR	LIKELY INFORMATION SOURCES	NOTES
A	Landscape and visual amenity of the Trinity Broads protected?	Visual inspection. Advice of BA Landscape Officer.	Potential for additional advice from the Trinity Broads Partnership.
B	Any discernable harm to the SSSI & SAC?	SSSI Condition Assessment. Advice of BA Senior Ecologist.	Potential for additional advice from NE
C	Any new development concentrated with existing site?	Visual inspection. Planning and photographic records.	
D	Role as public water supply sustained?	Advice of Essex and Suffolk Water Co.	Potential for additional advice from the Trinity Broads Partnership.

3.15 OULTON BROAD

PARISH	DISTRICT	COUNTY
(non-parished)	Waveney	Suffolk

3.15.1 Oulton Broad is part of the conurbation of Lowestoft, which is almost entirely outside the Broads and where Waveney District is the local planning authority. Lowestoft is the principal town in Waveney District, and the main focus in the Waveney Core Strategy for significant growth. This is intended to support regeneration, diversify the economy and develop its role as a transport hub. The Waveney LDF **Local Plan** includes an Action Area Plan for Lake Lothing and the Outer Harbour Area. Part of the objective of this is to create better links between this area and the Broads.

3.15.2 Oulton Broad has access to most facilities, including public transport, in Oulton Broad itself or in Lowestoft. There is an extensive designated Conservation Area.

3.15.3 In addition to the policies immediately below, the Wherry and the Commodore are both included in a Waterside Pubs Network Policy (see Non- Settlements Policies section later in this document).

Site Specific Policies for Oulton Broad
<p>Ref. PP/Policy OUL 1: Development Boundary (Preceding Draft Policy OUL/DSSP-a) Inset Map 11</p> <p><u>POLICY:</u></p> <p>A development boundary for the Broads part of Oulton Broad is defined on the Adopted Policies Map.</p> <p>In the light of the potential for archaeological remains in the area an archaeological survey may be required in advance of any grant of planning permission.</p>
<p><u>CONSTRAINTS & FEATURES</u></p> <p>Area is within Oulton Broads Conservation Area. High potential for archaeological remains in the area. Flood risk (mainly zone 1, plus some 2 & 3, by EA 2012 mapping mainly EA zone 1, some 2 and 3).</p> <p><u>SUSTAINABILITY APPRAISAL CONCLUSION</u></p> <p>Positive sustainability prospect.</p> <p><u>PLANNING SUMMARY ASSESSMENT</u></p> <p>Oulton Broad (together with Lowestoft) has a wide variety of services, facilities and employment opportunities, and although most of these are at some distance from the area under consideration, there is a bus service here, and the distances involved make walking and cycling feasible options.</p> <p>The development boundary has been drawn to generally exclude the edge of the broad except where there is already significant built development, in order to discourage building on the waterfront for flooding and landscape reasons, and to encourage continuance of the overall level of trees and planting which provides an important part of the setting of the Broad and contributes to its value for wildlife.</p> <p>Parts of the area are at risk of flooding. The relevant Development Management and National Planning Policy Framework Policies will apply, and a site flood risk assessment may be required to establish the degree of risk.</p> <p><u>POLICIES OF PARTICULAR RELEVANCE TO THE JUSTIFICATION OF THIS POLICY</u></p> <p>CORE STRATEGY: CS1, CS5, CS16, CS18, CS20, CS24.</p>

NPPF: 99, 100, 101, 109, 110, 111, 115.

MONITORING INDICATORS

	MONITORING INDICATOR	LIKELY INFORMATION SOURCES	NOTES
A	Waterside visual openness, and landscape contribution of gardens and mature landscaping, maintained?	Visual inspection. Advice of BA Landscape Officer.	
B	Previously developed land re-used?	Visual inspection. Planning records.	
C	Number of dwellings permitted outside development boundaries?	Planning records.	

Ref. PP/Policy OUL 2: Boathouse Lane Leisure Plots

(Preceding Draft Policy OUL/DSSP-c)

Inset Map 11

POLICY:

The rural and semi-natural character of the area, its contribution to the views from the broad, and flood water capacity will be protected.

Development will be strictly limited to support these aims, and in view of the poor road access and the serious risk of flooding affecting significant parts of the policy area.

The provision of

- a) small scale storage lockers for use incidental to the enjoyment of moorings, or
 - b) modest sized single room day huts, storage sheds and boat sheds
- will generally be permitted provided
- i. the plot within which they are located remains predominantly open;
 - ii. there are no more than one of each on the site;
 - iii. in the case of day huts and storage sheds these are sited well back from the waters edge and not prominent in views from the broad; and
 - iv. the design and materials are not intrusive in the area or in views from the broad.

The raising of ground levels will not generally be acceptable, in order to retain flood capacity.

The permanent or seasonal occupation of the land, vehicles, boats , etc., or the stationing of caravans, will not be permitted.

CONSTRAINTS & FEATURES

Within Oulton Broad Conservation Area. Near (across broad) SAC, SPA, SSSI.
Article 4 Direction (1981) – removes permitted development rights for walls, gates, enclosures, etc.
Flood risk (zones 1, 2 & 3 by EA 2012 mapping; mainly zones 3a & 3b, and some zone 2, by SFRA 2007 mapping EA zones 1,2 and 3; SFRA mainly zones 3a and 3b, some 2).

SUSTAINABILITY APPRAISAL CONCLUSION

Positive sustainability prospect.

PLANNING SUMMARY ASSESSMENT

The area features some long-established leisure plots accessed by a narrow unmade lane. The area forms an important part of the setting of Oulton Broad and the trees and shrubbery contribute to a semi-natural appearance. Maintaining an appropriate balance between the lawful use of the land and the control of additional buildings, structures and vehicles that owners often want to install on their plots has been a challenge for many years.

The policy seeks to clarify what the Authority is trying to achieve, and permit a basic level of built development in support of the plots' lawful uses while minimising adverse impacts on the scenic beauty of the broad and on the flood water capacity of the area.

POLICIES OF PARTICULAR RELEVANCE TO THE JUSTIFICATION OF THIS POLICY

CORE STRATEGY: CS1, CS2, CS5, CS7, CS9, CS11, CS13, CS15, CS16, CS17, CS18, CS20, CS23.
NPPF: 99, 100, 101, 109, 110, 114, 115.

MONITORING INDICATORS

	MONITORING INDICATOR	LIKELY INFORMATION SOURCES	NOTES
A	Semi-natural character of area maintained?	Visual inspection. Advice of BA Landscape Officer.	
B	Used only for low key, short term leisure uses?	Visual inspection. Planning records.	

Ref. PP/Policy OUL 3: Oulton Broad - Former Pegasus/Hamptons Site
(Preceding Draft Policy OUL/DSSP-d)

Inset Map 11

POLICY:

This site is allocated for

- (a) a boatyard use,
- (b) and (optionally) housing, recreation, entertainment, or employment use (or uses) where compatible with the boatyard use, road access, neighbouring uses and flood risk.

Development of the site will be required to demonstrate

- (i) High standards of design; **and**
- (ii) A full assessment of the impact of the development on the surrounding road network and demonstration of adequate capacity to meet the likely traffic demands **and demonstration of adequate capacity or provision of adequate**

- (iii) **mitigation to meet the likely traffic demands of the site; and**
Incorporation of appropriate measures to manage any risk of water pollution arising from the development; **and**
- (iv) Incorporation of appropriate measures to mitigate or remedy any ground contamination; and
- (v) Evidence, including a site flood risk assessment, to confirm that any development will be consistent with national and local policy in terms of both on-site and off-site flood risks.

CONSTRAINTS & FEATURES

Adjacent to Oulton Broad Conservation Area.

Opposite (across broad) SAC, SPA, SSSI.

Flood risk (**zones 1, 2 & 3 by EA 2012 mapping** **EA zones 1,2 and 3**).

SUSTAINABILITY APPRAISAL CONCLUSION

Very Positive sustainability prospect.

PLANNING SUMMARY ASSESSMENT

This is a visually prominent site on the Broad, now largely derelict. The Authority has long sought redevelopment of the site, and recognises that it is unlikely that the whole of it will remain in boatyard use, but seeks to retain boatyard use and the availability of mooring, etc, at the waterside because of its importance to the local economy and to the recreational **value** of the wider area. This policy sets out the Authority's approach to achieving such redevelopment, and reflects the essentials of earlier adopted Supplementary Planning Guidance for the site published jointly with Waveney District Council.

A particular local issue is the congestion north of Mutford Lock, as set out in the Local Transport Plan, which may be impacted upon by development of this site. Any transport assessment under this policy should include this constraint. Suffolk County Council may seek contributions from this development, to mitigate any impacts on the highway network.

The EA highlights the need to address the risks of water pollution for waterside sites in industrial/boatyard use, and the need to deal with the risk of existing ground contamination.

POLICIES OF PARTICULAR RELEVANCE TO THE JUSTIFICATION OF THIS POLICY

CORE STRATEGY: CS1, CS2, CS3, CS4, CS5, CS6, CS7, CS8, CS9, CS11, CS12, CS13, CS14, CS16, CS17, CS18, CS20, CS21, CS22, CS23, CS24, CS25.

NPPF: 17, 20, 21, 33, 47, 51, 58, 99, 100, 101, 109, 110, 111, 115, 121.

MONITORING INDICATORS

	MONITORING INDICATOR	LIKELY INFORMATION SOURCES	NOTES
A	Re-use of site achieved?	Visual inspection. Planning records.	
B	Renewed boatyard use of water frontage	Visual inspection. Planning records.	

	achieved?		
c	Affordable housing delivered?	Planning records.	Potential for additional advice from Waveney District Council housing staff.
d	Any development compatible with road access?	Visual inspection. Planning records.	Potential for additional advice from Suffolk County Council highways staff.
e	Any development compatible with flood risk?	Planning records.	Potential for additional advice from Suffolk County Council or EA.
f	High standards of design achieved?	Visual inspection. Planning records. Advice of BA Historic Environment Manager.	
G	Any apparent effect on nearby SSSI, SAC, etc?	SSSI Condition Assessment. Advice of BA Senior Ecologist.	Potential for additional advice from NE

3.16 POTTER HEIGHAM BRIDGE

PARISH	DISTRICT	COUNTY
Potter Heigham	North Norfolk District	Norfolk
Repps with Bastwick	Great Yarmouth Borough	Norfolk

3.16.1 The village of Potter Heigham lies outside the designated Broads area, and where North Norfolk District Council is the local planning authority.

3.16.2 The Broads part of Potter Heigham is an area around the ancient bridge, including boating, retail and tourist facilities. Also included in this section are the chalets and mooring plots which stretch out along both banks of the River Thurne and up and downstream from Potter Heigham Bridge. (The southern bank is in Repps with Bastwick Parish and Great Yarmouth Borough).

3.16.3 The area upstream of the old bridge is also included within the Upper Thurne Policy area, and the Broadshaven Hotel included within the Waterside Pubs Network Policy (see Non-Settlement Policies section, later in this document).

Site Specific Policies for Potter Heigham Bridge
<p>Ref. PP/Policy POT 1: Bridge Area <i>(Preceding Draft Policy POT/DSSP-a)</i> Inset Maps 12e & 12f</p> <p>POLICY: The area around Potter Heigham Bridge, as identified on the Adopted Policies Map, will be further developed and enhanced as a location for river related leisure and tourism.</p> <p>Within this area identified on the Adopted Policies Map</p>

- new residential development will not be permitted; and
- the amenity of existing residential occupiers will be protected.

In addition the relevant policies of the Development Management Policies DPD will apply with the following provisos:

At the Staithe

- Particular care will be taken to achieve improvements to the appearance and public realm of the area;
- Development which provides facilities supporting recreation and tourism will be encouraged; and
- Care will be taken to generally limit loss of existing car parking provision, and to ensure adequate car parking is provided to serve new facilities.

At the former Bridge Hotel site

- Particular care will be taken to achieve improvements to the appearance and public realm of the area;
- Development which provides facilities supporting recreation and tourism will be encouraged; and
- New holiday accommodation will only be permitted as part of a wider scheme which provides for such recreation and tourism facilities.

At Lathams

- Care will be taken to avoid loss of existing levels of car parking provision, and to ensure adequate car parking is provided to serve these facilities.

CONSTRAINTS & FEATURES

Potter Heigham Bridge is a scheduled ancient monument and Listed Grade II* building.

Area close to SAC, SPA, SSSI.

Flood risk (zones 2 & 3 by EA 2012 mapping; zones 1, 2 & 3 by SFRA 2007 mapping EA zones 2 and 3; SFRA zones 1, 2 and 3).

Potential archaeological interest.

SUSTAINABILITY APPRAISAL CONCLUSION

Positive sustainability prospect.

PLANNING SUMMARY ASSESSMENT

The area around Potter Heigham Bridge is one of the most popular areas for visitors in the Broads. A range of attractions, including boatyard, cafe, public house, restaurant, shops, moorings and slipway, combined with direct access to and views of the River Thurne, contribute to the appeal.

Car parking in the area is privately controlled and, with the number of visitors, boat hirers, workers and chalet occupiers, comes under significant pressure, particularly at peak times. Provision of further car parking is problematic given the sensitivity of the area. It is therefore important to ensure none of the existing capacity is lost.

While environmental improvements and some upgrading of premises have occurred in recent years, there remains scope for further improvements and development. In particular the site of the former Bridge Hotel, at the southern end of the bridge, would benefit from a more attractive and permanent redevelopment.

Parts of the area are at risk of flooding. The relevant Development Management and National Planning Policy Framework Policies will apply, and a site flood risk assessment may be required to establish the degree of risk.

The Policy provides encouragement and guidance for further improvements and facilities for the area.

POLICIES OF PARTICULAR RELEVANCE TO THE JUSTIFICATION OF THIS POLICY

CORE STRATEGY: CS1, CS2, CS3, CS4, CS5, CS6, CS9, CS11, CS12, CS13, CS14, CS16, CS17, CS18, CS20, CS22, CS23, CS25.

NPPF: 28, 99, 101, 109, 110, 111, 115, 126.

MONITORING INDICATORS

	MONITORING INDICATOR	LIKELY INFORMATION SOURCES	NOTES
A	Range of recreation and tourism attractions and facilities maintained?	Visual inspection. Planning records. Advice of BA Tourism Officer and Rangers.	
B	Public realm improved?	Visual inspection. Planning records. Photographic records. Advice of BA Landscape Officer.	
C	Setting of ancient Bridge conserved?	Visual inspection. Advice of BA Historic Environment Manager.	Potential for additional advice from EH and Norfolk County Council heritage staff.
D	Predominantly open and rural setting maintained?	Visual inspection. Photographic records. Advice of BA Landscape Officer.	
E	Previously developed land re-used?	Visual inspection. Planning records. Photographic records.	
F	Potential for archaeology addressed?	Planning records. Advice of BA Historic Environment Manager.	Potential for additional advice from EH and Norfolk County Council heritage staff.
G	Any discernable harm to adjacent SSSI, etc?	SSSI Condition Assessment. Advice of BA Senior Ecologist.	Potential for additional advice from NE
H	Car parking pressure not	Visual inspection. Advice of	Potential for additional

	exacerbated?	BA and Rangers.	advice from Potter Heigham and Repps Parish Councils.
I	Flood risk addressed?	Planning records.	Potential for additional advice from Norfolk County Council & EA.
<p>Ref. PP/Policy POT 2: Waterside plots <i>(Preceding Draft Policy POT/DSSP-b)</i> Inset Maps 12 a, b, c, d, e, f, g, h, i, j</p> <p>POLICY:</p> <p>The rural and 'holiday' character of the area of waterside plots will be conserved.</p> <p>CHALET PLOTS</p> <p>Existing waterside chalet plots will be protected from over-development and suburbanisation, while allowing the maintenance and upgrading or appropriate replacement of existing buildings where this maintains the openness and the low key, lightweight and sometimes whimsical forms of building generally characteristic of the area, and is consistent with policies on flood risk.</p> <p>Particular care will be taken to</p> <ul style="list-style-type: none"> (a) retain or reinstate an open margin, clear of buildings, to the river frontage; (b) retain open areas around and between buildings, and views and glimpses between the river and the land behind the chalets; (c) limit the height, bulk and extent of buildings to approximately their present levels, and generally to a maximum of around (i) 70% of the plot width (excluding mooring basins coverage), and (ii) plot coverage of 70%, subject to the particulars of the site and its surroundings; (d) encourage the retention or provision of lawn, and flower or shrubbery planting; (e) exploit any opportunities to reduce flood risk through the development; (f) consider the implications of any proposed development on navigation and nature conservation. <p>Additional dwellings or holiday accommodation will not be permitted, neither will permission be granted for permanent residential occupancy of holiday chalets.</p> <p>MOORING PLOTS</p> <p>Development will not be permitted other than appropriate quay heading, and the provision of small scale storage lockers incidental to the mooring use of the plot.</p> <p>UNDEVELOPED PLOTS</p> <p>Development will not be permitted on undeveloped plots.</p>			
<p>CONSTRAINTS & FEATURES</p> <p>High flood risk – outside defences (zones 2 & 3 by EA 2012 mapping; zone 3b by SFRA 2007 mapping EA zones 2 and 3: SFRA zone 3b).</p>			

Close to, and in places adjacent to, SAC, SPA, Ramsar site, SSSI.
Parts close to Potter Heigham Bridge, which is both a Grade II* Listed Building and Scheduled Ancient Monument.

SUSTAINABILITY APPRAISAL CONCLUSION

Positive sustainability prospect.

PLANNING SUMMARY ASSESSMENT

This option continues the general approach of the Local Plan, but the changed wording rolls together what were two separate policies, and clarifies what it is trying to achieve, and the way that development proposals will be judged.

POLICIES OF PARTICULAR RELEVANCE TO THE JUSTIFICATION OF THIS POLICY

CORE STRATEGY: CS1, CS2, CS5, CS7, CS9, CS11, CS12, CS13, CS16, CS17, CS18, CS20, CS23, CS24.

NPPF: 99, 100, 101, 109, 110, 114.

MONITORING INDICATORS

	MONITORING INDICATOR	LIKELY INFORMATION SOURCES	NOTES
A	Spread of moorings and buildings contained?	Visual inspection. Planning & photographic records. Advice of BA Landscape Officer.	
B	Openness and open river fringe maintained?	Visual inspection. Planning & photographic records.	
C	Holiday character and playful building forms maintained?	Visual inspection. Planning & photographic records. Advice of BA Historic Environment Manager.	
D	Over-development and suburbanisation checked?	Visual inspection. Planning & photographic records.	
E	Excessive height, plot coverage and paving, etc., of chalet plots avoided?	Visual inspection. Planning & photographic records.	
F	Increases in flood risk avoided? A reduction in flood risk achieved?	Visual inspection. Planning records.	
G	Existing holiday and recreation facilities retained?	Visual inspection. Planning & photographic records.	

H	Encroachment of residential use checked?	Visual inspection. Planning & photographic records.	
I	Any apparent impact on nearby SSSI, etc?	SSSI Condition Assessment. Advice of BA Senior Ecologist.	Potential for additional advice from NE
J	Mooring plots maintained predominantly open?	Visual inspection. Planning & photographic records.	
K	Undeveloped plots retained as such?	Visual inspection. Planning & photographic records.	

Ref. PP/Policy POT 3: Green Bank Zones

~~(Preceding Draft Policy POT/DSSP-c)~~

Inset Maps 12 a, b, c, d, e, f, g, h, i, j

POLICY:

Development will not be permitted within the 'green bank zones' defined on the Adopted Policies Map, in order to conserve the remaining openness and rural character of the area in the vicinity of the Thurne waterside plots and chalets.

CONSTRAINTS & FEATURES

High flood risk – outside defences (zones 2 & 3 by EA 2012 mapping; zone 3b by SFRA 2007 mapping EA zones 2 and 3: SFRA zone 3b).

Close to, and in places adjacent to, SAC, SPA, Ramsar site, SSSI.

Parts close to Potter Heigham Bridge, which is both a Grade II* Listed Building and a Scheduled Ancient Monument.

SUSTAINABILITY APPRAISAL CONCLUSION

Positive sustainability prospect.

PLANNING SUMMARY ASSESSMENT

Further spread of riverside plots would erode the landscape and special character of the locality, add to flood risk, threaten water quality and lead to further demand for car parking provision and utilities infrastructure.

POLICIES OF PARTICULAR RELEVANCE TO THE JUSTIFICATION OF THIS POLICY

CORE STRATEGY: CS1, CS2, CS5, CS7, CS12, CS18, CS20, CS23.

NPPF: 74, 99, 100, 101, 109, 110, 114, 115.

MONITORING INDICATORS

	MONITORING INDICATOR	LIKELY INFORMATION SOURCES	NOTES
A	Green banks kept clear of development?	Visual inspection. Planning records. Advice of BA Landscape.	

B	Openness and rural character maintained?	Visual inspection. Advice of BA Landscape Officer.	
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3.17 REEDHAM

PARISH	DISTRICT	COUNTY
Reedham	Broadland	Norfolk

3.17.1 Most of the built-up area of Reedham lies outside the designated Broads area, and where Broadland District Council is the local planning authority.

3.17.2 The Broads part of Reedham comprises largely a narrow river frontage of the village, including the quay and the first line of houses. Part of the area is at serious risk of flooding, and there is limited potential for new development. It is considered that the Broads Core Strategy and Development Management Policies generally provide adequate policy coverage for the area.

3.17.3 The Lord Nelson and the Ferry Inn are included in the Waterside Pubs Network Policy (see Non-Settlement Policies section later in this document).

3.18 ST. OLAVES

PARISH	DISTRICT	COUNTY
Fritton and St. Olaves	Great Yarmouth Borough	Norfolk
Haddiscoe	South Norfolk District	Norfolk

3.18.1 The Broads part of St. Olaves comprises the mainly low lying land along the river. The majority of the built up area of the village lies outside the Broads, and where Great Yarmouth Borough Council is the local planning authority.

3.18.2 The Bell Inn is included in the Waterside Pubs Network Policy (see Non-Settlement Policies, later in this document).

Site Specific Policies for St. Olaves
<p>Ref. PP/Policy SOL 1: Riverside area moorings <i>(Preceding Draft Policy SOL/DSSP-a)</i> Inset Map 13</p> <p>POLICY:</p> <p>The defined area will be kept generally open, and uses limited to the mooring of boats and uses incidental to that activity. Particular care will be taken to ensure that any development is sensitively designed, landscaped and, where appropriate, screened from river views.</p> <p>Provision of unobtrusive access track, parking areas, quay headings, steps, ramps and small scale storage lockers, for use incidental to the enjoyment of the moorings will be supported.</p> <p>The permanent or seasonal occupation of the land, vehicles, boats, etc., or the stationing</p>

of caravans, will not be permitted.

CONSTRAINTS & FEATURES

Article 4 Direction (1990) – removes wall/gate/enclosure PD Rights.

Area at high risk of flooding (zones 2 & 3 by EA 2012 mapping; zones 2, 3a & 3b by SFRA 2007 mapping EA zones 2 and 3; SFRA 2, 3a and 3b).

SUSTAINABILITY APPRAISAL CONCLUSION

Positive sustainability prospect.

PLANNING SUMMARY ASSESSMENT

Management of a potential proliferation of development in this area has been an issue going back some years. The Policy continues the approach of the Local Plan, but the wording has been refined to clarify what it is trying to achieve.

POLICIES OF PARTICULAR RELEVANCE TO THE JUSTIFICATION OF THIS POLICY

CORE STRATEGY: CS1, CS9, CS13, CS14, CS20, CS23.

NPPF: 74, 99, 100, 101, 109, 110.

MONITORING INDICATORS

	MONITORING INDICATOR	LIKELY INFORMATION SOURCES	NOTES
A	Openness and semi-natural character retained?	Visual inspection. Planning records. Advice of BA Landscape.	
B	Mooring facilities maintained?	Visual inspection. Planning records. Advice of BA Rangers.	
C	Any development small scale, unobtrusive and related to moorings use?	Visual inspection. Planning records.	
D	Permanent or seasonal occupation avoided?	Visual inspection. Planning records. Advice of BA Rangers.	

Ref. PP/Policy SOL 2: Land adjacent to A143 Beccles Road and the New Cut (Former Queen's Head Public House)

~~(Preceding Draft Policy SOL/DSSP-b)~~

Inset Map 13

POLICY:

Refurbishment, replacement or removal and landscaping of the former public house on this land will be encouraged, in order to improve the visual amenity of the area.

Proposals for reuse or replacement of the premises will need to address the risk of flooding.

CONSTRAINTS & FEATURES

Flood risk (zones 2 & 3 by EA 2012 mapping; mainly zone 3b, some 3a, by SFRA 2007 mapping EA zones 2 and 3; SFRA mainly 3b, some 3a).

(Halvergate Marshes Conservation Area adjacent but separated visually from the site by elevated road and bridge.)

SUSTAINABILITY APPRAISAL CONCLUSION

Positive sustainability prospect.

PLANNING SUMMARY ASSESSMENT

These public house premises and adjacent land have been unused for a considerable time. The continuing unsightly appearance of the buildings and surrounds are of concern to Fritton and St. Olaves Parish Council (the site actually lies in Halvergate Parish, but is visually part of the settlement of St. Olaves).

Although a reopening of the public house premises would be welcome, this now appears unlikely to happen. The Policy would permit a range of different redevelopment options, subject to the constraints of the flood risk to the site.

POLICIES OF PARTICULAR RELEVANCE TO THE JUSTIFICATION OF THIS POLICY

CORE STRATEGY: CS1, CS4, CS9, CS11, CS12, CS13, CS14, CS16, CS18, CS20, CS22, CS23.

NPPF: 99, 100, 101, 109, 110, 111, 115.

MONITORING INDICATORS

	MONITORING INDICATOR	LIKELY INFORMATION SOURCES	NOTES
A	Visual amenity of area and approach to St. Olaves improved?	Visual inspection.	Potential for additional advice from Fritton & St. Olaves Parish Councils and Haddiscoe Parish Councils.
B	Previously developed land re-used?	Visual inspection. Planning records.	
C	Flood risk issues addressed?	Planning records.	Potential for additional advice from EA and Norfolk County Council flood risk staff.

3.19 STALHAM STAITHE

PARISH	DISTRICT	COUNTY
Stalham	North Norfolk	Norfolk

3.19.1 The Broads part of Stalham includes the Staithe area, much of which is a designated Conservation Area, and land either side of Stalham Dike.

3.19.2 Most of the town of Stalham is outside of the Broads area, and where North Norfolk District is the local planning authority. The adopted North Norfolk Core Strategy identifies Stalham as a ‘secondary settlement’ and ‘small town centre’, and allocates it for development of several hundred new dwellings.

3.19.3 Aside from the policy below, the Broads Core Strategy and Development Management Policies are generally considered adequate to cover the area

Site Specific Policy for Stalham Staithe
<p>Ref. PP/Policy STA 1: Land at Stalham Staithe (Richardson’s Boatyard) <i>(Preceding Draft Policy STA/DSSP-a)</i></p> <p>Inset Map 14</p> <p>POLICY:</p> <p>The land identified on the Adopted Policies Map will be subject to policies DP18 (General Employment) and DP20 (Boatyards), and for the purposes of DP 25 (New Residential Moorings) will be treated as if adjacent to the development boundary.</p> <p>The peninsula of land between the river and the mooring basins should be kept clear of buildings and large structures, and landscape planting should be provided on this peninsula to protect and enhance views from the river. The type of planting will need to have regard to the desirability of avoiding wind shadow on the river because of its impact on sailing.</p> <p>Measures to control any risk of water pollution arising from new development will be required.</p> <p>An archaeological assessment is likely to be required as part of any application for any operational development.</p>
<p><u>CONSTRAINTS & FEATURES</u></p> <p>Adjacent to Stalham Staithe Conservation Area. Part of site within Barton & Sutton Broad Archaeological area. Close upstream of SAC, SPA, Ramsar, SSSI. Flood risk (zones 1, 2 & 3 by EA 2012 mapping EA zones 1,2 and 3).</p> <p><u>SUSTAINABILITY APPRAISAL CONCLUSION</u></p> <p>Positive sustainability prospect.</p> <p><u>PLANNING SUMMARY ASSESSMENT</u></p> <p>Richardson’s Boatyard is one of the largest in the Broads. Development Management Policy DP25 provides the potential for residential moorings in boatyards adjacent to development boundaries. Although there is no development boundary immediately adjacent to the boatyard, it is close to a significant range of facilities available in Stalham. The availability of these facilities, together with the scale of the boatyard, is considered to meet the intention of Policy DP25 despite the absence of an adjacent development boundary. This Policy</p>

therefore explicitly applies that policy to the area.

It also confirms the application of the general employment and boatyard development policies of the Development Management Policies (DP18 and DP20), and steers built development away from the part of the boatyard that forms a prominent river bank in the river approach to Stalham, and seeks to encourage trees and other planting in this area.

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

POLICIES OF PARTICULAR RELEVANCE TO THE JUSTIFICATION OF THIS POLICY

CORE STRATEGY: CS1, CS2, CS3, CS4, CS7, CS9, CS11, CS12, CS13, CS14, CS16, CS17, CS18, CS20, CS22, CS23, CS24.

NPPF: 20, 21, 28, 33, 99, 100, 101, 109, 110, 111, 115.

MONITORING INDICATORS

	MONITORING INDICATOR	LIKELY INFORMATION SOURCES	NOTES
A	Continued use as a boatyard, providing marine related employment and supporting recreational boating?	Visual inspection. Planning records. Advice of BA Rangers.	
B	River frontage remains clear of buildings?	Visual inspection. Planning records.	
C	Landscape planting provided and maintained on peninsula?	Visual inspection. Planning records. Advice of BA Landscape Officer & Rangers.	
D	Archaeological potential addressed in any planning permission?	Planning records. Advice of BA Historic Environment Manager.	Potential for additional advice from Norfolk County Council Heritage Service.

3.20 STOKESBY

PARISH	DISTRICT	COUNTY
Stokesby with Herringby	Great Yarmouth Borough	Norfolk

3.20.1 Almost the whole of Stokesby village lies within the Broads. Some small detached areas lie outside the designated Broads area, and where Great Yarmouth Borough Council is the local planning authority.

3.20.2 The policies of the Broads Core Strategy and Development Management DPDs will apply to the area and are generally considered adequate without further site specific policies in Stokesby.

3.20.3 The Ferry Inn is included in the Waterside Pubs Network Policy (see Non-Settlement Policies section later in this document).

3.21 THORPE ST. ANDREW

PARISH	DISTRICT	COUNTY
Thorpe St. Andrew	Broadland	Norfolk
Postwick with Witton	Broadland	Norfolk

3.21.1 Thorpe St. Andrew is part of the Norwich conurbation, but has a character of its own. The Broads part of Thorpe St. Andrew includes Thorpe River Green, Thorpe Island, and a number of properties on the river side of the Yarmouth Road, as well as Carey's Meadow to the west and marshland and some river frontage development to the east west. Most of the Broads area of Thorpe north of the railway line is included within the Thorpe St. Andrew Conservation Area. Outside the Broads area, Broadland District Council is the local planning authority.

3.21.2 The Rushcutters, the River Garden, and the Town House are all included in the Waterside Pubs Network (see Non-Settlement Policies section later in this document).

3.21.3 The potential for housing development in two locations in Thorpe were considered in the process of preparing the Site Specific Policies, east of the Yarmouth Road/Girlings Lane junction and west of Carey's Meadow. Both these sites were precluded from allocation for development by outstanding unresolved issues, but may come forward later for consideration through the planning application process.

3.21. Importantly, the 1997 Local Plan Policy TSA2, which covers Thorpe Island, is saved and remains a material consideration in determining any planning applications in this area.

3.21.4 In addition the policies of the Broads Core Strategy and Development Management Policies DPDs would continue to apply to the whole area.

Site Specific Policies for Thorpe St. Andrew
<p>Ref. PP/Policy TSA 1: Cary's Meadow (Preceding Draft Policy TSA/DSSP-a) Inset Map 9</p> <p>POLICY: Land at Cary's Meadow will be conserved and enhanced for its contribution to the landscape, its wildlife and openness, and the amenity of visitors and local residents.</p>
<p>CONSTRAINTS & FEATURES Cary's Meadow is a Norfolk County Wildlife Site, part of which lies within the Thorpe St. Andrew with Thorpe Island Conservation Area. Flood risk (mainly zone 2 and some zone 1 by EA 2012 mapping; mainly zone 2, and some zones 1 & 3 by SFRA 2007 mapping EA mainly zone 2 and some zone 1; SFRA mainly zone 2, some 1 and 3).</p>

SUSTAINABILITY APPRAISAL CONCLUSION

Positive sustainability prospect.

PLANNING SUMMARY ASSESSMENT

Cary's Meadow is a valuable site for wildlife and popular open space for the local community. The policy signals the Authority's continuing commitment to its protection and improvement.

(Following consultation on the Draft Site Specific Policies proposals came forward for housing development adjacent and to the west of Cary's Meadow that would also provide for an enhancement and expansion of the Cary's Meadow nature conservation and recreation area. Road access and other issues remained unresolved at the time of approval of the Proposed Site Specific Policies, and it was not therefore appropriate to allocate the land at that time. However, such a scheme may perhaps come forward later through the planning application process.)

POLICIES OF PARTICULAR RELEVANCE TO THE JUSTIFICATION OF THIS POLICY

CORE STRATEGY: CS1, CS2, CS4, CS5, CS7, CS9, CS16, CS17, CS20, CS23, CS25.

NPPF: 73, 74, 109, 110, 114, 115.

MONITORING INDICATORS

	MONITORING INDICATOR	LIKELY INFORMATION SOURCES	NOTES
A	Area continues to contribute to landscape, wildlife and amenity?	Visual inspection. Advice of BA Landscape Officer, Ecologists, & Rangers.	Potential for additional advice from Norwich Fringe Project.
B	Maintenance and enhancements carried out?	Visual inspection. Advice of BA Landscape Officer, Ecologists, & Rangers.	Potential for additional advice from Norwich Fringe Project.

Ref. PP/Policy TSA 2

(Preceding Draft Policy TSA/DSSP b)

Thorpe Island

Inset Map 9

Development on and adjacent to the Island will be carefully controlled to

1) maintain and enhance

a) the character and appearance of the Conservation Area,

b) visual amenity and the residential amenity of neighbouring occupiers,

c) the contribution of the island to the wider landscape of the River Yare,

and

d) the navigational value of the Yare and the New Cut;

and

2) avoid any significant increase in

a) the intensity of mooring use, or

- b) vehicular traffic using the bridge, or
 - c) dinghy access likely to lead to the mooring or storage of dinghies (or other small craft) on the Thorpe shore, unless specific accommodation has been provided for this, or
 - d) car parking in the Thorpe area, unless specific accommodation has been provided for this, or
 - e) risk of groundwater or river water pollution,
 - f) flood risk, and reducing flood risk where practicable;
- and
- 3) support the authorised commercial and residential uses on the island.

CONSTRAINTS & FEATURES

Almost the whole of Thorpe Island is within the Thorpe St Andrew with Thorpe Island Conservation Area. (Only the railway line along the southern edge of the Island is excluded.) Almost whole of the Island is in high flood risk zones (EA zone 3; SFRA mainly zone 3b, some 3a and 2).

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

SUSTAINABILITY APPRAISAL CONCLUSION

Positive sustainability prospect.

PLANNING SUMMARY ASSESSMENT

The semi-natural appearance much of the Island provides an important backdrop to views from Thorpe Green and its environs, and more generally to the character and appearance of the Conservation Area. It also provides a semi-natural view from the riverside path in Whitlingham Country Park, screening the traffic and urban development of Thorpe St. Andrew and helping provide a more tranquil and semi-rural character to the Whitlingham Country Park.

Since the closure of the hire boatyards that previously operated from the Island a whole series of uses and operations, many unauthorised, have given rise to complaints from neighbouring occupiers and the Town Council and successive enforcement actions by the Authority. (The residential occupancy of the former boatyard office, and the operation of a boatyard at the eastern end of the Island are legitimate.)

The Island has very limited access. A narrow bridge does connect the Island to the shore, but is very narrow and emerges in a small residential estate, and is not a suitable route for significant traffic or heavy vehicles. (The rights to use this bridge are also disputed.) There is a serious shortage of parking in the vicinity to serve local residents and business, and visitors to the popular riverside area of Thorpe Green. Significant development or additional occupation of the Island would give rise to additional pressure on this already limited capacity.

Access to the Island is primarily by boat, but this, too, is constrained. — There appears to be no public right to leave dinghies on the shore of the Green, and dinghies left there by Island occupiers and visitors have given rise to problems and complaints. — Boat access to the north side of the island from the main river (New Cut) is constrained by shoal water and the low air draught (clearance height) of the railway bridges at both ends of the Island, while the railway along the south edge of the island rules out direct access to the island from the main river.

Therefore further substantial development of the Island is not compatible with the very limited access to the island, the lack of available car parking in the environs, the island's contribution to the character and appearance of the Conservation Area and the wider landscape in the vicinity.

The EA highlights that the site lies within its designated Source Protection Zone 1, and the importance here of avoiding the risk of pollution to the groundwater resources. It also emphasises the need to address the risks of water pollution for waterside sites in industrial/boatyard use.

POLICIES OF PARTICULAR RELEVANCE TO THE JUSTIFICATION OF THIS POLICY

CORE STRATEGY: CS1, CS2, CS3, CS4, CS5, CS7, CS11, CS13, CS14, CS16, CS18, CS20, CS22, CS23.

NPPF: 99, 100, 101, 109, 110, 114, 115, 143.

MONITORING INDICATORS

	MONITORING INDICATOR	LIKELY INFORMATION SOURCES	NOTES
A	Area's contribution to Conservation Area maintained or enhanced?	Visual inspection. Planning records. Advice of BA Historic Environment Manager.	
B	Negative impacts on local amenity reduced?	Visual inspection. Planning records (incl. complaints).	Potential for additional advice from Thorpe St. Andrew Parish Council.
C	No increase in flood risk?	Visual inspection. Planning records.	
D	No increase in local parking pressure?	Visual inspection. Visual inspection. Planning records (incl. complaints).	Potential for additional advice from Thorpe St. Andrew Parish Council or Norfolk County Council highways.

Ref. PP/Policy TSA 3: Griffin Lane – boatyards and industrial area

(Preceding Draft Policy TSA/DSSP c)

Inset Map 9

POLICY:

Environmental and landscape improvements to this area will be sought, while protecting the existing dockyard and boatyard uses under policies DP18 (General Employment) and

DP20 (Boatyards).

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

CONSTRAINTS & FEATURES

Listed Grade II building within area.

Area likely to be of archaeological interest.

Just across river from Whitlingham Marsh Local Nature Reserve.

Flood risk (mainly zone 3 by EA 2012 mapping; zones 2, 3a & 3b, by SFRA 2007 mapping, and some outside its coverage EA mainly zone 3, some 2; SFRA zones 3a, 3b and 2, plus part outside SFRA coverage).

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

SUSTAINABILITY APPRAISAL CONCLUSION

Positive sustainability prospect.

PLANNING SUMMARY ASSESSMENT

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

POLICIES OF PARTICULAR RELEVANCE TO THE JUSTIFICATION OF THIS POLICY

CORE STRATEGY: CS1, CS2, CS3, CS4, CS5, CS7, CS9, CS11, CS13, CS14, CS15, CS16, CS18, CS20, CS22, CS23.

NPPF: 20, 21, 28, 28, 33, 99, 100, 101, 109, 110, 111, 114, 115, 143.

MONITORING INDICATORS

	MONITORING INDICATOR	LIKELY INFORMATION SOURCES	NOTES
A	Existing dockyard/boatyard uses maintained?	Visual inspection. Planning records. Advice of BA Rangers.	
B	Environmental and landscaping improvements resulting from any development?	Visual inspection. Planning records. Photographic records. Advice of BA Landscape Officer.	
C	Any development compatible with the restricted road access and other highway constraints?	Planning records.	Advice of Norfolk County Council highways staff.

Ref. PP/Policy TSA 4: Bungalow Lane – mooring plots and boatyards

~~(Preceding Draft Policy TSA/DSSP d)~~

Inset Map 9

POLICY:

Further development will be limited by the area's vulnerability to flooding, the desirability of retaining its semi-rural character, and the poor road access.

The existing tree cover will be retained. Additional tree and other planting will be encouraged, subject to avoiding the creation of additional wind shadowing of the river affecting its sailing value.

Permission will not be granted for

1. permanent dwellings;
2. the use as permanent dwellings of buildings restricted to holiday or day use;
3. the use for holiday occupation of buildings constructed as day huts, boatsheds or temporary buildings; or
4. the stationing of caravans.

Extensions to existing buildings, and replacement buildings, will be permitted (subject to the restraints on development in areas of flood risk) provided

- (a) the building and use proposed complies with policies for development in areas of flood risk;
- (b) the design, scale, materials and landscaping of the development contributes positively to the semi-rural and holiday character of the area, and pays appropriate regard to the amenity of nearby occupiers.
- (c) Care is to be taken to avoid over-development of plots, and in particular -
 - (i) a significant proportion of the plot area (excluding mooring areas) should remain unbuilt;
 - (ii) buildings should not occupy the whole width of plots;
 - (iii) buildings should be kept well back from the river frontage;
 - (iv) buildings should be of single storey of modest height, with floor not raised excessively above ground level.
- d) Development of new or replacement buildings within existing boatyards to meet essential operational needs will be permitted provided that no significant increase in traffic on Bungalow Lane would result.

CONSTRAINTS & FEATURES

Just across river from Whitlingham Marsh Local Nature Reserve.

Flood risk (~~zones 2 & 3 by EA 2012 mapping; zone 3b by SFRA 2007 mapping~~ EA zones 2 and 3; SFRA zone 3b).

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

SUSTAINABILITY APPRAISAL CONCLUSION

Positive sustainability prospect.

PLANNING SUMMARY ASSESSMENT

This is a small riverside area of mooring plots, chalets and boatyards. Road access is poor, being a narrow track with an unmanned level crossing of the railway, and with a very restricted junction onto the main road.

The aim is to avoid any increase in road traffic, any consolidation or extension of built development along the river frontage, or any increase in flood risk.

Any works proposed to take place within 9 metres of the main River Bure will require an appropriate consent from the Environment Agency

POLICIES OF PARTICULAR RELEVANCE TO THE JUSTIFICATION OF THIS POLICY

CORE STRATEGY: CS1, CS2, CS3, CS4, CS5, CS7, CS9, CS13, CS16, CS18, CS20, CS22, CS23, CS24.

NPPF: 93, 99, 100, 101, 109, 110, 114, 115, 143.

MONITORING INDICATORS

	MONITORING INDICATOR	LIKELY INFORMATION SOURCES	NOTES
A	Openness and semi-rural character of riverbank maintained?	Visual inspection. Advice of BA Landscape Officer.	
B	Increase in flood risk avoided?	Planning records.	Potential for additional advice from EA and Norfolk County Council flood risk staff.
C	Additional traffic using access avoided?	Visual inspection. Planning records.	Potential for additional advice from Thorpe St. Andrew Parish Council and Norfolk County Council highways staff.
D	No discernable harm to Nature Reserve opposite?	Advice of BA Ecologists.	Potential for additional advice from NE.
E	Tree cover maintained or enhanced?	Visual inspection. Advice of BA Landscape Officer.	

Ref. PP/Policy TSA 5: Thorpe St. Andrew Development Boundary

(Preceding Draft Policy TSA/DSSP-e)

Inset Map 9

POLICY:

A development boundary for the Broads part of Thorpe St. Andrew is defined on the Adopted Policies Map.

CONSTRAINTS & FEATURES

Area is within Thorpe St. Andrew Conservation Area.

Flood risk (mainly zone 2, some zones 1 & 3, by EA 2012 mapping EA mainly zone 2, some 1 and 3).

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

SUSTAINABILITY APPRAISAL CONCLUSION

Positive sustainability prospect.

PLANNING SUMMARY ASSESSMENT

Only part of the south side of Yarmouth Road in Thorpe St Andrew is within the designated Broads area. Elsewhere Broadland District Council is the local planning authority.

This part of Thorpe St. Andrews is urban in character. Thorpe has itself a range of facilities and services, including employment opportunities, and good public transport links to, and within cycling distance of, the extensive facilities of Norwich. Although there are a range of buildings and uses within the identified boundary, in practice it is not anticipated that there will be a great deal of redevelopment in the foreseeable future, but the development boundary provides additional scope for some redevelopment if opportunities arises, subject to flood risk.

This complements the identification of the Broadland District Council part of Thorpe St. Andrew as a growth location in the Greater Norwich Joint Core Strategy.

POLICIES OF PARTICULAR RELEVANCE TO THE JUSTIFICATION OF THIS POLICY

CORE STRATEGY: CS1, CS5, CS16, CS18, CS20, CS24.

NPPF: 109, 110, 111, 115, 143.

MONITORING INDICATORS

	MONITORING INDICATOR	LIKELY INFORMATION SOURCES	NOTES
A	Concentrates development in area with good facilities and connections?	Planning records.	
B	Previously developed land re-used?	Planning records. Visual inspection.	
C	Number of dwellings permitted outside development boundaries?	Planning records.	

Ref. PP/Policy TSA 6: River Green Open Space

(Preceding Draft Policy TSA/DSSP f)

Inset Map 9

POLICY:

The area of River Green, as defined on the Adopted Policies Map will be kept open for its contribution to amenity, townscape and recreation.

CONSTRAINTS & FEATURES

Area is within Thorpe St. Andrew Conservation Area.

Flood risk (zone 2 by EA 2012 mapping; zones 2, 3a & 3b by SFRA 2007 mapping EA zone 2; SFRA zones 2, 3a and 3b).

River Green includes safeguarded minerals (sand and gravel) resources, but the Minerals Planning Authority has advised this is compatible with the open space designation, subject to no permanent buildings being erected.

SUSTAINABILITY APPRAISAL CONCLUSION

Positive sustainability prospect.

PLANNING SUMMARY ASSESSMENT

River Green is an important amenity, part of the local street-scene, and component of the Thorpe St. Andrew Conservation Area. It also provides public access to the riverside and views of the river and Thorpe Island within easy reach of a large population. Continued protection of this area is thus warranted.

POLICIES OF PARTICULAR RELEVANCE TO THE JUSTIFICATION OF THIS POLICY

CORE STRATEGY: CS1, CS3, CS5, CS9, CS13, CS14, CS16, CS17, CS20, CS23.

NPPF: 73, 74, 109, 110, 114, 115, 143.

MONITORING INDICATORS

	MONITORING INDICATOR	LIKELY INFORMATION SOURCES	NOTES
A	Openness, greenness and contribution to Conservation Area and townscape maintained?	Visual inspection. Advice of BA Historic Environment Manager and Landscape Officer.	
B	Value for amenity and recreation maintained?	Visual inspection. Advice of BA Rangers.	Potential for additional advice from Thorpe St. Andrew Town Council.

3.22 THURNE

PARISH	DISTRICT	COUNTY
Thurne Parish	Great Yarmouth Borough	Norfolk

3.22.1 The village of Thurne is almost wholly in the Broads, along with Thurne Dyke and the marshes either side. The land to the rear beyond the built up area of the village is outside the designated Broads area, and where Great Yarmouth District Council is the local planning authority.

3.22.2 The Lion is included in the Waterside Pubs Network Policy (see Non-Settlement Policies section later in this document).

3.22.3 Apart from this the existing policies of the Broads Core Strategy and Development Management Policies DPDs are considered adequate to cover the area.

3.23 WAYFORD BRIDGE

PARISH	DISTRICT	COUNTY
Smallburgh	North Norfolk	Norfolk
Stalham	North Norfolk	Norfolk

3.23.1 The Wayford Bridge Hotel is included in the Waterside Pubs Network Policy (see Non-Settlement Policies section later in this document).

3.23.2 The area is covered by the policies of the Broads Core Strategy and Development Management Policies, and no additional site specific policies are considered necessary.

3.24 WEST SOMERTON

PARISH	DISTRICT	COUNTY
Somerton	Great Yarmouth Borough	Norfolk

3.24.1 The built up area of West Somerton village is largely almost wholly within the Broads area, together with much of the land around the village, including the River Thurne, the staithe, marshes and farmland.

3.24.2 Beyond the designated Broads boundary to the east Great Yarmouth Borough Council is the local planning authority. West Somerton (insofar as it is outside the Broads) is identified as a 'smaller village' in Great Yarmouth's evolving Core Strategy, lacking in most facilities, and suitable for only very limited development.

3.24.3 The Broads West Somerton area is included within the Upper Thurne Policy area (see Non-Settlements Policies section later in this document). The policies of the Broads Core Strategy and Development Management Policies DPDs will continue to apply to the village and wider area in addition to the policy below.

Site Specific Policy for West Somerton
<p>Ref. PP/Policy WES 1: Housing at Staithe Road, West Somerton (Preceding Provisionally Rejected Option WES/DSSP-REJ/2)</p> <p>Inset Map 17</p> <p>POLICY:</p> <p>Land at Staithe Road, West Somerton is allocated for up to three houses, subject to demonstration of the suitability of the site for this use through a site flood risk assessment.</p> <p>Any such development should provide for</p> <p>a) A form, design and landscaping of development which strengthens the rural character of the village and its location in a national park equivalent area with the highest degree of protection for its landscape and scenic beauty;</p>

- b) Demonstration of adequate sewerage arrangements, including ensuring no additional phosphorus loading to the catchment.**
- c) Adequate vehicular access compatible with the above criteria;**
- d) Retention and safeguarding of the trees to the rear of the site;**
- e) Protection of the amenity of neighbouring residents; and**
- f) A proportion of affordable housing in conformity with the current standards of Great Yarmouth Borough Council, or a commensurate contribution to provision of such housing.**

CONSTRAINTS & FEATURES

Close to SAC, SPA, Ramsar, SSSI.

Adjacent to West Somerton Conservation Area.

Flood risk (mainly zone 2, some zone 3, by EA 2012 mapping; zone 1 by SFRA 2007 mapping EA mainly zone 2, some 3; SFRA zone 1).

Anglian Water advise that water supply to the area is adequate to serve development, but that the distribution network would need upgrading.

There is no public sewerage available to the site.

SUSTAINABILITY APPRAISAL CONCLUSION

Negative sustainability prospect.

PLANNING SUMMARY ASSESSMENT

The development of this area has been promoted by Somerton Parish Council since the mid-1990s. A recent survey of the approximately 60 households in the Broads part of West Somerton (undertaken by the Broads Authority with the support and assistance of the Parish Council) showed a very clear majority in support of some housing development in this location. The Government's localism agenda and the NPPF emphasises the importance of supporting communities in shaping development in their area, and on communities identifying opportunities for development additional to that planned by the local planning authority where this is not contrary to the strategic policies of the local plan.

West Somerton does not meet the criteria in the Broads Core Strategy for the concentration of development, but the scale of development proposed is not such that the overall strategy would be jeopardised by it proceeding. The Authority would be concerned about the impacts on its strategic policies if the development became a precedent repeated elsewhere, but this is considered unlikely in that the combination of both community support for additional development and the availability of land outside the highest flood risk zones and environmental designations is relatively unusual in the Broads. Thus in view of the special circumstances above, together with the NPPF's emphasis on the delivery of additional housing, the Authority supports the principle of a modest amount of additional housing development in this location.

The policy specifies an upper limit of three dwellings. This reflects the advice of the Authority's consultant and in-house ecologists in relation to avoiding harm to Natura 2000 sites, the view expressed by a number of respondents to the survey of local households that intensive development would not be supported, the pattern of much of the most recent

development in the vicinity, and the desirability of avoiding urbanisation of Staithe Road in order to accommodate the traffic likely to be associated with a higher number of dwellings.

The development would be dependent on private septic tanks. The policy reflects the advice of the Authority's ecologists that measures are required to ensure additional phosphorus loading to the Upper Thurne is avoided in view of the sensitivity of the area and potential adverse effects on its designated species.

The Environment Agency have advised that proposals for development are assessed using the drainage hierarchy and Government guidance (Circular 3/99 or successor document).

POLICIES OF PARTICULAR RELEVANCE TO THE JUSTIFICATION OF THIS POLICY

CORE STRATEGY: CS1, CS4, CS7, CS8, CS16, CS18, CS20, CS21, CS24

NPPF: 17, 47, 50, 54, 55, 69, 109, 110, 115, 155, 157.

MONITORING INDICATORS

	MONITORING INDICATOR	LIKELY INFORMATION SOURCES	NOTES
A	Housing delivered?	Visual inspection. Planning records.	
B	Character of locality strengthened?	Visual inspection. Advice of BA Landscape Officer and Historic Environment Manager.	
C	Sewerage arrangements demonstrated satisfactory?	Planning records. Advice of BA Ecologists.	Potential additional advice from EA.
D	Trees to rear retained?	Visual inspection. Advice of BA Landscape Officer and Historic Environment Manager.	
E	Neighbour amenity protected?	Visual inspection. Planning records.	Potential for additional advice from Somerton Parish Council.
F	Affordable housing contribution delivered?	Planning records.	Potential for additional advice from Great Yarmouth Borough Council housing staff.

3.25 WHITLINGHAM, TROWSE, & KIRBY BEDON

PARISHES	DISTRICT	COUNTY
Trowse with Newton	South Norfolk	Norfolk
Kirby Bedon	South Norfolk	Norfolk

3.25.1 The Broads part of this area on the fringe of Norwich is dominated by the very popular Whitlingham Country Park, but also includes remaining parts of the Crown Point Estate (part of which is on the national Register of Parks and Gardens); various recreational facilities including ski-ing, canoeing and rowing; former quarries; a boatyard and a number

of residential properties along Whitlingham Lane; a section of the A47 Norwich bypass, and riverside marsh at either end. The extreme south-western end of this, adjacent to the River Tas, is within the designated Trowse Conservation Area.

3.25.2 The main built up part of Trowse is outside the designated Broads area, and where South Norfolk District Council is the local planning authority.

3.25.3 Whitlingham Country Park is now well established, and the policy set out below continues an approach of promoting careful improvements to its facilities and environment.

2.25.4 The policies of the Broads Core Strategy and Development Management Policies DPDs will continue to apply to the whole area.

Site Specific Policy for Whitlingham, Trowse, and Kirby Bedon.
<p>Ref. PP/Policy WHI 1: Whitlingham Country Park (Preceding Draft Policy WHI/DSSP a) Inset Map 9</p> <p><u>POLICY:</u></p> <p>Whitlingham Country Park will continue to be managed to provide recreation and quiet enjoyment, supported by scenic landscape and wildlife habitat. Further development of buildings and facilities which contribute to this use will be supported where they:</p> <ol style="list-style-type: none"> Contribute positively to the river valley landscape and the setting of the Crown Point Registered Park and Gardens; Avoid a proliferation of buildings in the area, and provide for shared use where practicable; Make appropriate provision for cycling, pedestrians and car parking; and Do not generate levels or types of traffic which would have adverse impacts on safety and amenity on Whitlingham Lane and the wider road network. <p>Additional public toilet facilities will be particularly encouraged.</p>
<p><u>CONSTRAINTS & FEATURES</u></p> <p>Area is adjacent to the Whitlingham Marshes Local Nature Reserve.</p> <p>Flood risk (mainly zone 3, some zones 1 and 2, by EA 2012 mapping; mainly zone 3b, some 1, 2 & 3a, by SFRA 2007 mapping EA mainly zone 3, some 1 and 2; SFRA mainly zone 3b, some 1, 2 and 3a).</p> <p><u>SUSTAINABILITY APPRAISAL CONCLUSION</u></p> <p>Very positive sustainability prospect.</p> <p><u>PLANNING SUMMARY ASSESSMENT</u></p> <p>This Policy reflects the importance of the Whitlingham Country Park to the Broads and encourages further future enhancement of its facilities, but sets out the constraints and considerations that this would need to address.</p> <p><i>(n.b. The Crown Point Estate are currently exploring and consulting on the possibility of</i></p>

significant development in the area around the Park, largely outside the boundary of this policy, but the proposals are as yet insufficiently clear or advanced to enable an assessment of these to be made.)

POLICIES OF PARTICULAR RELEVANCE TO THE JUSTIFICATION OF THIS POLICY

CORE STRATEGY: CS1, CS2, CS3, CS4, CS5, CS6, CS7, CS9, CS11, CS12, CS13, CS14, CS16, CS17, CS18, CS19, CS20, CS21, CS23.

NPPF: 70, 73, 109, 110, 114, 115.

MONITORING INDICATORS

	MONITORING INDICATOR	LIKELY INFORMATION SOURCES	NOTES
A	Continued provision for recreation and quiet enjoyment?	Visual inspection. Advice of BA rangers.	Potential for additional advice from Whitlingham Charitable Parish Trust.
B	Continued contribution to landscape and semi-rural setting?	Visual inspection. Advice of BA Landscape officer.	
C	Proliferation of buildings avoided?	Visual inspection. Planning records. Advice of BA Landscape officer.	
D	Provision for cyclists, pedestrians and car parking appropriate?	Visual inspection. Planning records.	Potential for additional advice from Norfolk County Council highways staff.
E	Traffic generated does not give rise to excessive safety and amenity issues on Whitlingham Lane?	Visual inspection. Planning records.	Potential for additional advice from Norfolk County Council highways staff and from Trowse Parish Council..

3.26 WOODBASTWICK

PARISH	DISTRICT	COUNTY
Woodbastwick	Broadland	Norfolk

3.26.1 The village of Woodbastwick is outside of the designated Broads area, where Broadland District Council is the local planning authority. The Broads part of Woodbastwick parish is comprised largely of marshland, fen and carr woodland, much of which is a nature reserve.

3.26.2 A site specific policy is included for the area of moorings on the riverbank opposite Horning (see under Horning, above). Otherwise, the area is considered adequately covered by the policies of the Broads Core Strategy and Development Management Policies DPDs.

4 NON-SETTLEMENT BASED POLICIES

4.1 The following Policies (and a Provisionally Rejected Option) do not relate to specific settlements but cover wide areas or a range of smaller sites across in the Broads. Most of these are intended to replace and update existing policies from the 1997 Broads Local Plan, but the policies on Waterside Pubs Network, Drainage Mills and St. Benets are new.

Non-Settlement Based Site Specific Policies
<p>Ref. PP/Policy XNS 1: Trinity Broads (Preceding Draft Policy ZYX/DSSP a)</p> <p>Main Map (North-East), and Inset Maps 12e, f, g, h, i, j, and 15</p> <p><u>POLICY:</u></p> <p>The Trinity Broads area defined on the Adopted Policies Map (but excluding existing built up areas other than where these abut, or provide access to, the broads' waters), and its special nature, character and tranquility, will be conserved for quiet recreation and as a wild bird refuge.</p> <p>The volume, extent and nature of boating on these broads will be strictly controlled for these purposes.</p> <p>Applicants for planning permission will need to demonstrate that proposed development is compatible with these aims, if necessary through a trial period with a temporary planning permission and a funded programme of monitoring.</p>
<p><u>PARISHES AFFECTED</u></p> <p>Filby CP, Fleggburgh CP, Hemsby CP, Martham CP, Mautby CP, Ormesby St. Michael CP, Rollesby CP, Stokesby with Herringby CP.</p> <p><u>CONSTRAINTS & FEATURES</u></p> <p>Much of area in, variously, SAC, SPA, SSSIs, CWS, and or LNRs.</p> <p>Flood risk and open water (zones 1, 2 & 3 by EA 2012 mapping; zones1, 2 & 3b by SFRA 2007 mapping EA zones 1,2 and 3; SFRA zones 3b, 2 and 1).</p> <p><u>SUSTAINABILITY APPRAISAL CONCLUSION</u></p> <p>Positive sustainability prospect.</p> <p><u>PLANNING SUMMARY ASSESSMENT</u></p> <p>This area of the Broads, although not alone in either tranquility or nature value, is especially susceptible to change.</p> <p>Essex and Suffolk Water abstracts more than five million litres of water (on average) each day from Ormesby Broad, which helps to supply more than 80,000 people in the Great Yarmouth area. Good water quality is vital to this role. The Trinity Broads are separated from the main navigation so there is an absence of through boat traffic, and access and</p>

ownership issues limit the number and type of craft (for example, petrol and diesel powered craft are prohibited with the exception of safety vessels), and these factors contribute to the special tranquility. The Trinity Broads Project (a partnership of Essex & Suffolk Water, the Broads Authority, Natural England and the Environment Agency) has, over a period of 16 years, been highly successful in restoring and managing the biodiversity of the area, improving water quality, managing recreation, and involving local people.

POLICIES OF PARTICULAR RELEVANCE TO THE JUSTIFICATION OF THIS POLICY

CORE STRATEGY: CS1, CS2, CS3, CS4, CS5, CS7, CS9, CS13, CS17, CS20, CS23.

NPPF: 73, 109, 110, 115, 117.

MONITORING INDICATORS

	MONITORING INDICATOR	LIKELY INFORMATION SOURCES	NOTES
A	Special nature, character, tranquility conserved?	Visual inspection. Advice from Trinity Broads Project Staff; BA Landscape Officer, Rangers, & Ecologists.	Potential for additional advice from NE or RSPB
B	Value for wildlife, especially birds, and for quiet recreation maintained?	Advice from Trinity Broads Project Staff; BA Ecologists & Rangers.	Potential for additional advice from NE or RSPB.
C	Development leading to increase in boating or resulting disturbance avoided?	Planning records. Advice from Trinity Broads Project Staff; BA Ecologists & Rangers.	Potential for additional advice from NE or RSPB

Ref. ~~PP~~/Policy XNS 2: Upper Thurne

(~~Preceding Draft Policy ZYX/DSSP-b~~)

Main Map (North-East), and Inset Map 10

POLICY:

The Upper River Thurne area defined on the Adopted Policies Map (but excluding existing built up areas), and its special nature, character and tranquility, will be conserved for quiet recreation and as a wild bird refuge.

In support of these purposes, development likely to lead to a significant increase in the volume or extent of boating, or a change in its nature (particularly an increase in the proportion of motorised craft) in this area will be strictly controlled.

PARISHES AFFECTED

Catfield CP, Hickling CP, Horsey CP, Ingham CP, Martham CP, Potter Heigham CP
Rep ps with Bastwick CP, Sea Palling CP, Somerton CP, Winterton-on-Sea CP.

CONSTRAINTS & FEATURES

Much of area in, variously, SAC, SPA, SSSI, CWS.

Flood risk, including serious risk of coastal inundation (**zone 3, with some zones 1 & 2, by EA 2012 mapping; zone 3b by SFRA 2007 mapping** **EA zone 3, with some 1 and 2); SFRA zone**

3b).

SUSTAINABILITY APPRAISAL CONCLUSION

Positive sustainability prospect.

PLANNING SUMMARY ASSESSMENT

This area, although not alone within the Broads in either tranquility or nature value, is especially susceptible to change. It is also likely to be in the forefront of climate change effects.

It differs from most other parts of the Broads in that there are relatively low levels of boat traffic (in part because of the restriction to navigation of the bridge at Potter Heigham). The water quality is vulnerable to change as limited water flow in this part of the network limits the dispersal of agriculture related pollution and the salinity arising from sea water intrusion through the ground.

POLICIES OF PARTICULAR RELEVANCE TO THE JUSTIFICATION OF THIS POLICY

CORE STRATEGY: CS1, CS2, CS3, CS4, CS5, CS7, CS9, CS13, CS14, CS15, CS17, CS20, CS23.
NPPF: 73, 105, 106, 109, 110, 114, 115, 117.

MONITORING INDICATORS

	MONITORING INDICATOR	LIKELY INFORMATION SOURCES	NOTES
A	Special nature, character, tranquility conserved?	Visual inspection. Advice from BA Landscape Officer, Rangers, Ecologists.	Potential for additional advice from NE or RSPB
B	Value for wildlife, especially birds, and for quiet recreation maintained?	Advice from BA Ecologists & Rangers.	Potential for additional advice from NE or RSPB.
C	Development leading to increase in boating or resulting disturbance avoided?	Planning records. Advice from BA Ecologists & Rangers.	Potential for additional advice from NE or RSPB

Ref. PP/ Policy XNS 3: The Coast
(Preceding Draft Policy ZYX/DSSP-c)

Main Map (North-East)

POLICY:

The Coastal area defined on the Adopted Policies Map, and its special nature, character and tranquility, will be conserved for low key quiet recreation and as a wild bird and seal refuge.

In order to further these purposes, and in view of the high flood and tidal inundation risk to the area, operational development will generally not be permitted.

Exceptionally, small scale development such as bird-watching hides, seal viewing platforms or footpath bridges, which further these aims, are consistent with managing

recreational pressure (particularly in relation to Special Protection Area features), and unobtrusive in the landscape, will be supported.

PARISHES AFFECTED

Horsey CP, Winterton-on-Sea CP.

CONSTRAINTS & FEATURES

Wholly in SAC and SSSI, partially within SPA. Adjacent CWS.

Part of area within the Norfolk Coast Area of Outstanding Natural Beauty.

Article 4 Direction (1964) covering most of area removes p.d. rights for caravanning and camping, etc.

High risk of tidal inundation from a breach of the coastal defences; riverine flood risk (zone 3 by EA 2012 mapping; zone 3b (and part outside coverage) by SFRA 2007 mapping EA zone 3; SFRA zone 3b and part outside coverage).

SUSTAINABILITY APPRAISAL CONCLUSION

Positive sustainability prospect.

PLANNING SUMMARY ASSESSMENT

The coastal area of the Broads has a very special character and tranquility, and wildlife and landscape importance. It is highly valued for walking, and bird and seal-watching.

It is particularly vulnerable to climate change and sea level rise. It has been subject to sporadic coastal inundation for centuries (and was once the river mouth), and parts are at risk of riverine flooding.

The area is generally unsuitable for development because of flood risk, wildlife and landscape issues. The policy reinforces this and clarifies the general approach to the area's use and the limited types of development likely to be appropriate.

The Environment Agency highlights the high risk of tidal inundation in the event of a breach of the coastal defences.

POLICIES OF PARTICULAR RELEVANCE TO THE JUSTIFICATION OF THIS POLICY

CORE STRATEGY: CS1, CS2, CS4, CS5, CS7, CS9, CS17, CS20.

RSS: SS9

NPPF: 73, 105, 106, 107, 109, 110, 114, 115, 117.

MONITORING INDICATORS

	MONITORING INDICATOR	LIKELY INFORMATION SOURCES	NOTES
A	Special nature, character, tranquility conserved?	Visual inspection. Advice from BA Landscape Officer, Rangers, Ecologists.	Potential for additional advice from NE or RSPB
B	Value for wildlife, especially birds and seals, and for quiet	Advice from BA Ecologists & Rangers.	Potential for additional advice from NE or RSPB

	recreation maintained?		
c	Development leading to increase in boating or resulting disturbance avoided?	Planning records. Advice from BA Ecologists & Rangers.	Potential for additional advice from NE or RSPB

Ref. PP/Policy XNS 4: Main road network

(Preceding Draft Policy ZYX/DSSP-d)

Main Map (NE, NW, & S), and Inset Maps 5, 7, 8, 12, and 13

POLICY:

New development accessed by the Primary Route Network (directly or by a side road which connects onto it), or by a Main Distributor Route, will only be permitted if, taking into account any mitigation measures, any resulting increase in traffic would not have a significant adverse effect on:

- i) highway safety; and**
- ii) the route's traffic capacity; and**
- iii) the amenity and access of any neighbouring occupiers; and**
- iv) the Primary Route Network's national and strategic role as roads for long-distance traffic.**

In appropriate cases transport assessment will be required to demonstrate that development proposals can be accommodated on the local road network, taking into account any infrastructure improvements and travel plans proposed.

PARISHES AFFECTED

Acle CP, Beccles CP, Broome CP, Bungay CP, Coltishall CP, Ditchingham CP, Filby CP, Fleggburgh CP, Fritton and St. Olaves CP, Gillingham CP, Haddiscoe CP, Halvergate CP, Hoveton CP, Horning CP, Ludham CP, Mautby CP, Potter Heigham CP, Repps with Bastwick CP, Ormesby St. Michael CP, Rollesby CP, Smallburgh CP, Stalham CP, Upton with Fishley CP, Wroxham CP.

CONSTRAINTS & FEATURES

Some of these routes are within or close to SAC, SPA, Ramsar sites, or SSSIs.
Routes pass through high flood risk zones.

SUSTAINABILITY APPRAISAL CONCLUSION

Positive sustainability prospect.

PLANNING SUMMARY ASSESSMENT

The highway authorities, Norfolk and Suffolk County Councils, have recommended that the Authority continues the Local Plan approach of protecting these routes from development which undermines their wider purpose or highway safety.

POLICIES OF PARTICULAR RELEVANCE TO THE JUSTIFICATION OF THIS POLICY

CORE STRATEGY: CS16.

NPPF: 29, 32,

MONITORING INDICATORS			
	MONITORING INDICATOR	LIKELY INFORMATION SOURCES	NOTES
A	Main road network safety and capacity not compromised by new development?	Planning records.	Potential for advice from highway authorities

Ref. ~~PP~~/Policy XNS 5: Drainage Mills
(Preceding Draft Policy ZYX/DSSP e)
Main Map (NE, NW, & S), and various Inset Maps

POLICY:
The area's heritage of traditional drainage mills, and drainage mill remains, will be conserved.

The Authority will prepare a Mills Strategy to further actively promote this aim.

The maintenance, restoration and, in appropriate cases, re-use of standing mills will be encouraged.

Any works to mills should **be** assessed for impacts on wildlife and water, and if necessary timed to ensure no disturbance to breeding or wintering birds.

CONSTRAINTS & FEATURES
Many of the mills are listed buildings, Grades II and II*.
Some are in Conservation Areas.
Many of the mills are in SAC, SPA, Ramsar, CWS, etc.
Most of the mills are at high risk of flooding.

SUSTAINABILITY APPRAISAL CONCLUSION
Very positive sustainability prospect.

PLANNING SUMMARY ASSESSMENT
Mills are a major part of the Broads landscape and cultural heritage, **and the development of a Mills Strategy represents an important phase** in the efforts to conserve them. Inclusion of a policy will help highlight the Mills Strategy and its centrality to the planning of the area, add weight to it, and strengthen the local distinctiveness of the Site Specific Policies DPD.

The policy encourages restoration of standing mills. In cases where there are archaeological remains only, the relevant local and national policies will apply.

Reference to the need to avoid adverse impacts on birds has been inserted as a result of the Habitats Regulations Assessment process.

The EA highlights the potential need for a range of consents, and to avoid adverse impacts on fish, flooding and water flows.

Comment [NB7]: Change since Planning Committee.

POLICIES OF PARTICULAR RELEVANCE TO THE JUSTIFICATION OF THIS POLICY

CORE STRATEGY: CS1, CS2, CS4, CS5, CS6, CS9, CS12, CS16, CS17, CS20.

NPPF: 109, 110, 115, 126.

MONITORING INDICATORS

	MONITORING INDICATOR	LIKELY INFORMATION SOURCES	NOTES
A	An improvement in the conservation of the area's heritage of mills?	Visual inspection. Planning records. Advice of BA and Historic Environment Manager.	Potential for additional advice from Norfolk and Suffolk County Councils' heritage staff.
B	Works assessed, and where appropriate timed, to avoid disturbance of breeding and wintering birds and other wildlife?	Planning records. Advice of BA Ecologists.	Potential for additional advice from NE.

Ref. PP/Policy XNS 6: Waterside Pubs Network

(Preceding Draft Policy ZYX/DSSP-f)

Main Map (NE, NW and S), and Inset Maps 2, 3, 4, 5, 7, 8, 9, 10, 11, 12, 13

POLICY:

The following establishments, identified on the Adopted Policies Map, will be protected in their public house use as key parts of a network of community, visitor and boating facilities, as well as for their individual contribution to such facilities.

Environmental improvements at such premises will be encouraged for their visual impact and contribution to the viability of these businesses. **Opportunities to upgrade/improve foul drainage arrangements and also improve resilience to flood risk should be taken.**

YARE

Rushcutters, Thorpe Green
River Garden, Thorpe Green
Town House, Thorpe Green
Woods End, Bramerton
Ferry House, Surlingham
Coldham Hall, Surlingham
Yare, Brundall Riverside
New Inn, Rockland
Beauchamp Arms, Claxton
Reedcutters, Cantley
Reedham Ferry Inn, Reedham
Lord Nelson, Reedham
Berney Arms, Berney Arms
The Ship, Reedham

ANT

Cross Keys Inn, Dilham
Wayford Bridge Hotel, Wayford Bridge
Sutton Staithe Hotel, Sutton Staithe
White Horse, Neatishead
Dog, Johnson Street (Ludham Bridge)

THURNE

Nelson's Head, Horsey
Pleasure Boat, Hickling
Broadshaven Hotel, Potter Heigham Bridge
Lion, Thurne

TRINITY

Eels Foot Inn, Ormesby
Filby Bridge Inn, Filby

BURE

Norfolk Mead Hotel, Coltishall

King's Head, Coltishall

Rising Sun, Coltishall

King's Head, Hoveton

Hotel Wroxham, Hoveton

Swan, Horning

New Inn, Horning

Ferry Inn, Horning

Bridge Inn, Acle

Hermitage, Acle

Ferry Inn, Stokesby

Pontiac Roadhouse, Stracey Arms

Maltsters, Ranworth

WAVENEY

Locks Inn, Geldeston

Wherry, Geldeston

Waveney House Hotel, Beccles

Waveney Inn, Burgh St. Peter

Duke's Head, Somerleyton

Bell Inn, St Olaves

Fisherman's Bar, Burgh Castle

Church Farm Inn, Burgh Castle

OULTON BROAD

Wherry Hotel, Oulton Broad

Commodore, Oulton Broad

Ivy House Hotel, Oulton Broad

Comment [NB9]: Change since Planning Committee

Comment [NB8]: Change since Planning Committee

PARISHES AFFECTED

Acle CP, Beccles CP, Bramerton CP, Brundall CP, Burgh Castle CP, Burgh St. Peter CP, Cantley CP, Carleton St. Peter CP, Coltishall CP, Dilham CP, Fritton and St. Olaves CP, Geldeston CP, Halvergate CP, Hickling CP, Horning CP, Hoveton CP, Ludham CP, Ormesby St. Michael CP, Potter Heigham CP, Reedham CP, Rockland St. Mary CP, Rollesby CP, Somerleyton, Ashby and Herringfleet CP, Stalham CP, Stokesby with Herringby CP, Surlingham CP, Sutton CP, Thorpe St. Andrew CP, Thurne CP, Woodbastwick CP, (and also Oulton Broad, not parished).

CONSTRAINTS & FEATURES

Almost all these premises are in zones of high flood risk.

Some are in conservation areas, or areas of archaeological interest. Some themselves of historic interest, including listed buildings.

Some are within or close to SAC, SPA, SSSI, Ramsar, CWS, CWS, etc.

SUSTAINABILITY APPRAISAL CONCLUSION

Positive sustainability prospect.

PLANNING SUMMARY ASSESSMENT

Core Strategy policy CS9 and CS23 seek to support a network of tourism, recreational and community facilities throughout the Broads system (CS23 specifically in relation to waterside sites) and protect against loss of existing services.

While these potentially apply to a very wide range of establishments and locations, public houses have, for a variety of reasons, been especially vulnerable to closure in recent years. The waterside riverside pub network is very important especially for recreational boating, but also to local communities and non-boating visitors.

The loss of any particular pub (or other establishment) can sometimes be difficult to resist. By specifying in the development plan that these are part of a defined network will strengthen the planning case against any individual closure. Importantly, it will also signal

the planning stance and help ensure consistent messages are received by owners and prospective developers of the identified establishments to guide their own plans.

Due to the seasonality, proximity to the watercourse and the nature of the effluent which can pose a significant local risk to the water environment, drainage is an issue which this policy seeks to address. Ensuring that there is no deterioration in water quality is an important requirement under the Water Framework Directive which applies to all surface water bodies and groundwater bodies.

POLICIES OF PARTICULAR RELEVANCE TO THE JUSTIFICATION OF THIS POLICY

CORE STRATEGY: CS4, CS5, CS9, CS11, CS14, CS17, CS20, CS22, CS23, CS25.

NPPF: 20, 21, 28, 70, 109, 115.

MONITORING INDICATORS

	MONITORING INDICATOR	LIKELY INFORMATION SOURCES	NOTES
A	Public House use retained?	Visual inspection. Planning records.	
B	Role in network of community and visitor facilities sustained?	Visual inspection. Planning records. Advice of BA Rangers and other staff.	Potential for additional advice from parish councils.
C	Environmental improvements achieved?	Visual inspection. Planning records. Advice of BA Landscape Officer and other staff.	
D	Reduction in flood risk achieved?	Planning records.	Potential for additional advice from EA and Norfolk County Council flood risk staff.
E	Improvements to foul drainage arrangements achieved?	Planning records.	Potential for additional advice from EA.

Ref. PP/Policy XNS 7: Haddiscoe-Beccles former rail trackway

(Preceding Provisionally Rejected Option ZYX/DSSP-REJ-1)

Main Map (South)

POLICY:

That part of the former Haddiscoe-Beccles railway track bed identified on the Adopted Policies Map will be protected for its potential for walking, cycling, or horse-riding routes. Development which could prevent such a use would not be permitted while such a use remains a potential.

Path or route creation must avoid harm to the sensitive designated habitats and species in the vicinity.

CONSTRAINTS & FEATURES

Flood risk (zones 2 & 3 by EA 2012 mapping; zone 3b by SFRA 2007 mapping EA zones 2 and 3;

SFRA zone 3b).

Parts within CWS and adjacent to SPA, SAC and Ramsar site.

SUSTAINABILITY APPRAISAL CONCLUSION

Positive sustainability prospect.

PLANNING SUMMARY ASSESSMENT

The recreational potential of the Haddiscoe- Beccles track route (or parts of it) have long been noted, and Norfolk and Suffolk County Councils support its protection for these purposes. (Note they are no longer protected for future rail use as both County Councils, who are the transport authorities for the area, advise there is no realistic prospect of this happening in the foreseeable future.)

In the current economic climate there is little likelihood of the resources being available in the short term to realise this recreational potential. However, in view of the importance of recreation to the Broads (including the statutory purpose on enjoyment), and the desirability of developing the tourism and recreational potential of the southern Broads (identified, for example, as Action 3C of the 'Strategy and Action Plan for Sustainable Tourism in the Broads 2011-2015') it is considered appropriate to protect this route to enable this to be pursued later in the plan period.

Such routes will benefit from the presence and proximity of various wildlife and habitats associated designations (the line passes through the Beccles Marshes Suffolk County Wildlife Site, and adjacent to SAC, SPA, and Ramsar site), but will need to have regard to their sensitivities in the creation, alignment and management of such routes.

POLICIES OF PARTICULAR RELEVANCE TO THE JUSTIFICATION OF THIS POLICY

CORE STRATEGY: CS1, CS2, CS4, CS9, CS16, CS17, CS20, CS23.

NPPF: 41, 73, 75, 109, 115.

MONITORING INDICATORS

	MONITORING INDICATOR	LIKELY INFORMATION SOURCES	NOTES
A	Track-way kept clear of prejudicial development?	Visual inspection. Planning records.	
B	Path(s) created?	Visual inspection. Planning and access records.	Potential for additional advice from Norfolk and Suffolk County Councils.
C	Habitats/species sensitivities addressed.	Planning records. Advice from BA Ecologists.	Potential for additional advice from NE and Norfolk and Suffolk County Councils..

Ref. No. PP/Policy XNS 8: DCLG/PINS Model Policy

(No preceding Draft Policy)

No Mapping (applicable to whole Broads area)

POLICY:

When considering development proposals the local planning authority¹ will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will² work proactively with applicants jointly³ to find solutions which mean that proposals can be approved wherever possible, and to secure development that meets the Broads statutory purposes⁴ and improves the economic, social and environmental conditions in the area.

Planning applications that accord with the policies in the development plan⁵ will be approved without delay, unless material considerations indicate otherwise.

Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the local planning authority⁶ will grant permission unless material considerations indicate otherwise – taking into account whether:

- Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or
- Specific policies in that Framework, and particularly those relating to national parks and the Broads⁷, indicate that development should be restricted.

PARISHES AFFECTED

All.

PLANNING SUMMARY ASSESSMENT

The National Planning Policy Framework states that Local Plans should be based upon, and reflects, the presumption in favour of sustainable development, with clear policies that will guide how the presumption should be applied locally (paragraph 15). The Planning Inspectorate considers that the DCLG's model wording will, if incorporated into a draft Local Plan submitted for examination, be an appropriate way of meeting this expectation.

However, the Broads Authority considers that the DCLG's model wording requires minor modifications to ensure it is appropriate to the Broads and compliant with the NPPF. The modifications are identified in the text by superscript numbers and the justification of each change is as follows.

1. The local planning authority for the Broads is not a council, and local planning authority is the term used in the relevant part of the NPPF (Policy 187).
2. The word 'always' does not appear in the NPPF in this context (see NPPF Policy 187), and there will be occasions when this is not appropriate, for instance where there is no possibility that the proposals can be made acceptable.
3. The word 'jointly' does not appear in the NPPF in this context (see NPPF Policy 187), and its addition is tautologous.
4. Reflects the particular purposes of development and the nature of sustainability in this national park equivalent area, in the interests of clarity, certainty and local distinctiveness.

5. Use of the term 'Local Plan' would be confusing in the local context, as over a period of several years a series of Development Plan Documents have been advertised as gradually replacing 'the Local Plan' (in this instance meaning the 1997 Broads Local Plan). Local Plan does not appear in the title of the current development plan documents. Listing the current development plan documents would be unnecessarily wordy and will eventually become out of date. Use of the statutory term 'development plan' most precisely includes all the relevant documents, and excludes all irrelevant ones.
6. The local planning authority for the Broads is not a council, and local planning authority is the term used in the relevant part of the NPPF (Policy 187).
7. Highlights the particular NPPF aspects relevant to this national park equivalent area, in the interests of clarity, certainty and local distinctiveness.

Policy XNS 9: Development Boundaries

Development Boundaries are identified on the Proposal Maps for the following settlement areas:

- **Horning**
- **Wroxham and Hoveton**
- **Oulton Broad**
- **Thorpe St Andrew**

Decisions on the type and scale of development within and outside of Development Boundaries will be based on the policies contained within the adopted Broads Core Strategy DPD and Development Management DPD.

CONSTRAINTS & FEATURES

Each settlement listed will have its individual constraints and features, some of which are included in other policies in this DPD or other adopted Broads DPDs.

SUSTAINABILITY APPRAISAL CONCLUSION

Depending on implementation and detail, likely to be a positive sustainability prospect.

PLANNING SUMMARY ASSESSMENT

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

Development is directed to areas with settlement boundaries as listed in the policy. Development in these areas could be acceptable, notwithstanding other policies, constraints and other material considerations. It is important to note that just because an area has a Development Boundary, this does not mean that all proposals for development in the area are necessarily acceptable. A lot depends on the detail and location of the proposal.

Some development proposals could be acceptable outside of Development Boundaries

Comment [NB10]: Policy added since Planning Committee. Planning Committee aware of this policy.

although this will depend on detail, constraints in the area and accordance with other adopted policies (such as DP21, 22, 23, 24 and 25 and the NPPF).

POLICIES OF PARTICULAR RELEVANCE TO THE JUSTIFICATION OF THIS POLICY

CORE STRATEGY: CS1, CS2, CS3, CS5, CS12, CS18, CS19, CS20, CS24.

NPPF: 14, 17, 55, 115, 144, footnote 9.

MONITORING INDICATORS

	MONITORING INDICATOR	LIKELY INFORMATION SOURCES	NOTES
A	Development is within Development Boundaries.	Planning Records	

Appendix A – Schedule of Broads Local Plan policies to be replaced or saved

The following schedule sets out the remaining extant policies (as at August 2012) of the Broads Local Plan (adopted 1997). All but one of these remaining policies will be deleted when the Site Specific Policies DPD is eventually adopted.

Policy TSA2, Thorpe Island, is saved.

The last column of the table shows, when relevant, the Site Specific Policies which are intended to replace each of them. In some cases the conclusion is that the policies are no longer required because they have been overtaken by events, or are adequately covered by the already policies of the Core Strategy and Development Management Policies DPDs, as indicated.

Local Plan Policy No.	Local Plan Policy Title	Proposed Replacement Draft Site Specific Policies (*CS and DP Policies referred to are existing policies of the Core Strategy DPD and Development Management Policies DPD, respectively)
Local Plan Part 1: Broads-wide Policies		
C 6	Development affecting the Upper Thurne and Trinity Broads	PP/XNS 1 PP/XNS 2
C 12	Protection of open space, common land and staithes	PP/HOR 3 PP/POT 3 PP/TSA 6 PP/HOV 2 (+ *CS1 & DP2)
C 14	Development on drained marshland	No longer considered necessary (*CS1, DP2)
C 19	The coast	PP/XNS 3
INF 8	Aquifer protection	No longer considered necessary (*CS7, DP3)
TC 4	Primary Route Network	PP/XNS 4
TC 5	Main Distributor Routes	PP/XNS 4
TC 12	Disused railway trackbeds	PP/XNS 7
Local Plan Part 2: Individual Settlement Policies		
BRU 1	Riverside chalets and mooring plots	PP/BRU 1
BRU 2	Riverside Estate and land adjacent to railway line	PP/BRU 2
BRU 3	Mooring plots	PP/BRU 3
BRU 4	Brundall Marina	PP/BRU 4
BRU 5	Land east of the Yare public house	PP/BRU 5
CAN 1	Cantley Sugar Beet Factory	PP/CAN 1
REE 1	Pettitts Feathercraft	No longer relevant (site since developed)

TSA 1	Cary's Meadow and adjoining land	PP/TSA 1
TSA 2	Thorpe Island	PP/TSA 2
TSA 3	Griffin Lane - boatyards and industrial area	PP/TSA 3
TSA 4	Environmental enhancements at Griffin Lane	PP/TSA 4
TSA 5	Bungalow Lane - mooring plots and boatyards	PP/TSA 4
WR 2	Woodbastwick moorings and houseboats	PP/HOR 8
GY 1	Port of Yarmouth Marina	PP/GTY 1
ORM 1	Ormesby Waterworks	PP/ORM 1
ORM 2	Nursery	No longer considered necessary
STO 1	Riverside moorings	PP/SOL 1
STO 2	Land between the A143 Beccles Road, the New Cut and the River Waveney	PP/SOL 2
THU 1	Thurne village shop	No longer considered relevant
HOR 1	Waterside plots	PP/HOR 4
HOR 2	Crabbetts Marsh	PP/HOR 6
PHB 1	Recreation and tourism development	PP/POT 1
PHB 4	Retail development	PP/POT 1
PHB 5	Broadshaven boatyard and Florencia Café site	PP/POT 1
PHB 6	Broads Information Centre	No longer relevant (Information Centre closed)
PHB 7	Broadshaven Hotel and adjacent sites	PP/POT 1
PHB 8	Vacant plots and mooring plots	PP/POT 2
PHB 9	Replacement or extension of existing chalets and other buildings	PP/POT 2
PHB 10	Sewage disposal facilities	No longer considered necessary (*CS7, DP3)
PHB 11	Green bank zones	PP/POT 3
WH 1	Development which increases traffic	PP/HOV 1 PP/HOV 4
WH 2	Hoveton village centre	PP/HOV 1 PP/HOV 4
WH 3	Retail development	PP/HOV 1 PP/HOV 4
WH 4	Land off Norwich Road	PP/HOV 1 PP/HOV 2 PP/HOV 4
WH 5	Station Road car park	PP/HOV 3
WH 6	Land west of Station Road	PP/HOV 1 PP/HOV 2 PP/HOV 4
WH 8	Hoveton - riverside dykes area	PP/HOV 1
WH 9	Land between Beech Road and the River Bure	PP/HOV 2
NOR 1	Land at Cremorne Lane	PP/NOR 1
NOR 2	Riverside walk	PP/NOR 2
EAR 1	Bath Hills Road, mineral working - after use	No longer considered necessary

		(*CS4,DP2)
ELL 1	Land at Geldeston Road, Ellingham	No longer considered appropriate (*CS1, DP2)
LODD 3	Environmental improvements and public access	No longer considered appropriate – no new works planned
TROW 1	Whitlingham Country Park	PP/WHI 1
BEC 2	Hotel site	No longer considered appropriate
OB 3	Development in Marsh Road	No longer considered appropriate
OB 4	Boathouse Lane leisure plots	PP/OUL 2