

Planning Committee

Agenda 04 March 2022

10.00am

Conference Room 1, The King's Centre, King Street, Norwich, NR1 1PH

John Packman, Chief Executive – Friday, 25 February 2022

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

Introduction

1. To receive apologies for absence
2. To receive declarations of interest
3. **To receive and confirm the minutes of the Planning Committee meeting held on 4 February 2022** (Pages 3-13)
4. To note whether any items have been proposed as matters of urgent business

Matters for decision

5. Chairman's announcements and introduction to public speaking
Please note that public speaking is in operation in accordance with the Authority's [Code of Practice for members of the Planning Committee and officers](#).
6. Request to defer applications include in this agenda and/or vary the order of the agenda
7. **To consider applications for planning permission including matters for consideration of enforcement of planning control:**
 - 7.1. BA/2021/0145/FUL Ludham Stores, Johnson Street (Pages 14-26)
 - 7.2. BA/2021/0490/FUL Potter Heigham, former Bridge Hotel site (Pages 27-37)

Enforcement

8. **Enforcement update** (Pages 38-42)
Report by Head of Planning

Policy

9. **Heritage - Bungay Conservation Area – Conservation Area Appraisal adoption** (Pages 43-57)
Report by Historic Environment Manager
10. **Filby, Rollesby and Winterton Neighbourhood Plans - adoption** (Pages 58-59)
Report by Planning Policy Officer
11. **Lound with Ashby, Herringfleet and Somerleyton Neighbourhood Plan – proceeding to referendum** (Pages 60-62)
Report by Planning Policy Officer
12. **Bungay Neighbourhood Plan – Reg 16 - agreeing to consult** (Pages 63-64)
Report by Planning Policy Officer
13. **Issues and Options Bitesize Pieces – March** (Pages 65-83)
Report by Planning Policy Officer
14. **Consultation responses** (Pages 84-95)
Report by Planning Policy Officer

Matters for information

15. **Appeals to the Secretary of State update** (Pages 96-98)
Report by Senior Planning Officer
16. **Decisions made by Officers under delegated powers** (Pages 99-103)
Report by Senior Planning Officer
17. **To note the date of the next meeting – Friday 1 April 2022 at 10.00am**

Planning Committee

Minutes of the meeting held on 04 February 2022

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Present

Melanie Vigo di Gallidoro – in the Chair, Harry Blathwayt, Stephen Bolt, Nigel Brennan, Bill Dickson, Andrée Gee, Gail Harris, Paul Hayden, Tim Jickells, James Knight, Leslie Mogford, Vic Thomson and Fran Whymark

In attendance

Natalie Beal – Planning Policy Officer (items 9-11), Lucy Burchnell – Head of Ranger Services (item 10), Nigel Catherall – Planning Officer (item 7.1), Cally Smith – Head of Planning, Marie-Pierre Tighe – Director of Strategic Services and Sara Utting – Senior Governance Officer

Steven Bell (solicitor) of Birketts attended for items 1-8

Members of the public in attendance who spoke

Mr Gepp (applicant) for item 7.1

1. Apologies and welcome

The Chair welcomed everyone to the meeting.

Apologies were received from Michael Scott

Openness of Local Government Bodies Regulations 2014

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

2. Declarations of interest and introductions

Members provided their declarations of interest as set out in Appendix 1 to these minutes and in addition to those already registered.

3. Minutes of last meeting

The minutes of the meeting held on 7 January 2022 were approved as a correct record and signed by the Chair.

4. Matters of urgent business

There were no items of urgent business.

5. Chair's announcements and introduction to public speaking

Public Speaking: The Chair stated that public speaking was in operation in accordance with the Authority's Code of Practice for members of the Planning Committee and officers.

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

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

7. Applications for planning permission

The Committee considered the following applications submitted under the Town and Country Planning Act 1990 (also having regard to Human Rights), and reached the decisions set out below. Acting under its delegated powers, the Committee authorised the immediate implementation of the decisions.

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

(1) BA/2021/0211/FUL – Broadgate, Horsefen Road, Ludham

Change of use to dwelling and retail bakery (sui generis mixed use) including the erection of a single storey extension

Applicant: Mr Alan Gepp

The Planning Officer (PO) provided a detailed presentation on the application for the change of use to a dwelling and retail bakery (sui generis mixed use) including the erection of a single storey extension at Broadgate on Horsefen Road in Ludham. The lawful use of the property was as holiday accommodation, restricted by planning condition (approved 1997). The application was before the committee as there were material considerations of significant weight raised by consultees and the District Councillor. The PO updated the committee with the views of the Highways Authority on the recently submitted Transport Report, who remained of the view that Horsefen Road was unsuitable to serve the proposed development, for the reasons given in the committee report.

In assessing the application, the PO addressed the key issues of: the principle of development and the suitability of the site for the proposed commercial use; design and landscape; impact on amenity of neighbouring residents; and parking provision and highways.

The Head of Planning (HoP) read out a statement by the District Councillor who was unable to attend the meeting.

Members asked a number of questions concerning the chalets in the immediate vicinity, including whether any enforcement action had been taken to ensure compliance with occupancy conditions. However, the solicitor for the Authority confirmed that this was not relevant to the application under consideration and before the committee, which was for a change of use to dwelling and bakery. The HoP provided a brief outline of the various ways holiday lets could be controlled, one of which was through planning conditions (ie restrict to holiday let only and with limited occupation) which was monitored annually. Older

permissions treated holiday lets differently and did not necessarily specify holiday let only but included a break clause in the middle when the property should not be occupied. However, this did not preclude people from living there fulltime and moving out for that period or using it as a second home. A description of “holiday let” did not restrict the use to that only as that would need to be controlled by the imposition of a specific condition and giving dates when it should not be occupied. In terms of the application property, the HoP referred to the correspondence provided by the applicant which he had had with the monitoring officer in August 2017 when he had been contacted for information on the use of the property and whether it was being used in accordance with the occupancy restrictions. The applicant had confirmed he used the property for full residential, although there was an occupancy restriction from 8 January to 20 March (10 week period). The officer had subsequently replied that if it had been occupied fulltime for more than four years, he might want to apply for a Certificate of Lawful Use as it was likely to be immune from enforcement action. In response to a question on whether, in granting planning permission today, the holiday use restriction would be removed, the PO advised that the application was for a change of use to dwelling and retail bakery and so this would regularise the position. The HoP added that, if refused, officers would review the position given the issues raised but it was likely to be immune from enforcement action, as was the case in 2017. The solicitor for the Authority further confirmed that, whilst planning permission would regularise the position in terms of the occupancy restriction, this would only relate to this particular site. In response to a question on whether this would set a precedent, the PO advised that the other owners would be entitled to apply for planning permission and each case would be taken on its own merits and individual circumstances.

Mr Gepp provided a statement in support of the application, commenting that he did not consider the application ready for a decision and would rather not have to follow the officer’s advice of going through the appeal process. He considered there were three outstanding issues – relating to Policies DM21, DM23 and DM44. In terms of amenity, a noise and odour report was to follow and would provide clarity on the proposed mitigation measures. In terms of the disabled access, a comprehensive professional transport statement had been submitted. There would not be a huge increase in vehicles on Horsefen Road as suggested by the Highways Authority – baking industry data indicated that 97% of sales were from large retailers and sales from an artisan baker comprised only 3%. As artisan bakery products were up to four times more expensive, they had little appeal to local inhabitants. His customer base was only a few local inhabitants who visited regularly (about once a week) and a small number of other visitors who visited occasionally via car (fewer than 10). Approximately 60 locals who had originally visited, never made a return visit. His preference was for a seasonal model eg holiday makers, which would enable him to take an out of season break. He considered the Local Planning Authority’s case on Policy DM44 (location/visitor and community facilities and services) to be extremely suspect. In conclusion, he urged the committee to defer a decision pending a report on noise/odour (allowing say six weeks for this) and request any other information they required, as well as offering any enlightenment to resolve the objections raised by the Highways Authority.

In response to questions, the applicant confirmed that he had registered his food business with the Local Authority when he first started and had been operating for two short seasons during 2020 and 2021 but had not been operating since the end of October 2021. He considered that the application was before the committee too early and it would be premature to make a decision, having been told by the officers that there was information which was still outstanding, despite providing a transport assessment on 17 January and a commitment to provide a noise/odour report. When asked if he had requested the application be deferred, he responded "several times it had been deferred". On 21 December, he had been told that it was to be taken to committee and had asked that it be the March and not the February meeting to allow time for the noise/odour report to be submitted. The PO advised that officers had requested reports on ecology, transport and noise/odour back in July so a significant amount of time had passed. He confirmed that the required information on trees and ecology had been received and this could be dealt with via a planning condition. However, the other information remained outstanding and this had been made clear to the applicant in July and again in September. Furthermore, at an on-site meeting between officers from the Environmental Protection Team of North Norfolk District Council, the Planning Officer and the applicant, the applicant had been reminded again but the information was still not forthcoming. The application was originally scheduled for the December Planning Committee, with the applicant given more time to provide the requested information and ultimately, as no further information was forthcoming, it was deemed necessary to draw the matter to a conclusion and brought to committee for a decision.

In moving on to the debate, members were supportive of the business but considered that this was not the right location for such a business, and the fundamental objection raised by the Highways Authority could not be overcome. In addition, there was a lack of information to reasonably demonstrate that the proposal would not have an adverse impact on the amenity of neighbouring residents in relation to noise and odour from the operation of the proposed bakery.

In conclusion, therefore, it was considered that the proposal was contrary to Policies DM21, DM23, DM44, and DM51 of the Local Plan for the Broads and the National Planning Policy Framework (2021) which was a material consideration in the determination of this application.

Tim Jickells moved, seconded by Andrée Gee and

It was resolved by 12 votes for and 1 against to refuse the application for the following reasons:

1. The proposed bakery with retail sales is not considered to be sustainably located, is poorly linked to the village of Ludham, and not accessible by a range of transport modes, contrary to Policies DM44 and DM51 of the Local Plan for the Broads, and the NPPF.
2. The proposed bakery with retail sales would result in a type of use and intensification of use which is out of keeping and character with the predominantly residential

surrounding area, to the detriment of the amenity enjoyed by neighbouring residents, contrary to Policy DM21 of the Local Plan for the Broads.

3. Insufficient information has been provided to ensure that impact from the function of the proposed bakery in terms of noise and odour would be at an acceptable level, contrary to Policy DM21 of the Local Plan for the Broads.
4. The site of the proposed bakery is not accessible by footpath and the access road is a single carriageway with blind bends and areas with poor pedestrian refuge. The proposed development does not adequately provide for pedestrians and people with disabilities (those confined to a wheelchair or others with mobility difficulties), contrary to Policy DM23 of the Local Plan for the Broads.
5. Horsefen Road serving the site is considered to be inadequate to serve the development proposed, by reason of its poor alignment / restricted width / lack of passing provision. The proposal, if permitted, would be likely to give rise to conditions detrimental to highway safety, contrary to Policy DM23 of the Local Plan for the Broads and the NPPF.

(2) BA/2021/0472/FUL – land at How Hill, Ludham

Replacement of wooden boardwalk with recycled plastic and replacement of arched wooden bridge with horizontal wooden alternative

Applicant: Broads Authority

The Head of Planning Officer (HoP) provided a detailed presentation on the application for the replacement of the wooden boardwalk with recycled plastic and the replacement of an arched wooden bridge with a horizontal wooden alternative at How Hill nature reserve in Ludham. The application was before the committee as the Broads Authority was the applicant.

In assessing the application, the HoP addressed the key issues of: the principle of development; design and impact upon the landscape, and biodiversity.

In response to a concern about possible contamination of the waterway from the plastic being cut on-site, the HoP advised that this could be covered by amending one of the proposed conditions to include methodology of construction being agreed to ensure any sawing was carried out off-site.

Disappointment was expressed at the loss of what was considered to be an attractive bridge but members acknowledged the importance of accessibility for all, particularly in the Authority's duty as a public body to promote access to the countryside etc, and the bridge's poor condition. It was also recognised that its replacement with a simpler flat design would not impact river users as this particular area was not a navigation channel. In terms of the materials to be used for the boardwalk, it was noted that the overall quality of plastic / recycled materials had improved in recent years with some of the products achieving a relatively natural finish and also not requiring the addition of chicken wire to provide a non-slip surface.

In conclusion, it was considered that the proposals would allow for better access for all along the nature trail around How Hill and, in particular, the new bridge would allow for wheelchair users to also use the trail. The proposed change in materials was not considered to be unacceptable in terms of the impact on the character of the area. Therefore, the application was considered to be in accordance with Policies DM11, DM13, DM16 and DMN43 of the Local Plan for the Broads 2019.

Gail Harris moved, seconded by Bill Dickson and

It was resolved by 12 votes for and 1 against to approve the application subject to the following conditions:

- Time limit
- In accordance with submitted documents and plans and
- Constructed in accordance with the agreed material schedule or requirement to submit details of material if they differ due to supply issues, and methodology of construction.

8. Enforcement update

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

Blackgate Farm, Cobholm: officers would visit the site in late February to check compliance.

Land to east of North End, Thorpe next Haddiscoe: progress remained very slow and some materials remaining on the site. A report would be presented at the April meeting with a recommendation on how to conclude.

Land east of Brograve Mill, Waxham: officers had contacted the Planning Inspectorate for the outstanding decision on the appeal.

9. Loddon and Chedgrave Neighbourhood Plan – designating the Neighbourhood Area

The Planning Policy Officer (PPO) introduced the report, which sought agreement for Loddon and Chedgrave to become a Neighbourhood Area to produce a Neighbourhood Plan.

Andrée Gee moved, seconded by Tim Jickells and

It was resolved unanimously to agree to Loddon and Chedgrave becoming a Neighbourhood Area to produce a Neighbourhood Plan.

10. Issues and Options bite size pieces

The Planning Policy Officer (PPO) introduced the report, which provided members with sections of the emerging draft Issues and Options stage of the Local Plan, as part of the review of the Local Plan, and inviting members' thoughts and comments. The areas covered were:

introductory sessions to the Issues and Options; existing housing stock – flood resilience; water efficiency of new dwellings; wind power and quay heading in front of quay heading.

Flood resilience for existing housing stock

At the meeting in December, when the section on energy efficiency/performance of the existing housing stock had been discussed, members had requested a similar approach be taken in relation to flood resilience and so this section sought to address that.

A member referred to a report published by Defra in 2016 entitled “Improving property level flood resilience: Bonfield 2016 action plan”. The PPO responded that she would look at the report and include reference to it, if applicable.

Water efficiency of new dwellings

The current adopted Local Plan Policy, DM4, set a water use standard of 110 litres per day per household (l/h/d) which was beyond the current Building Regulations requirement of 125 l/h/d. This was in line with all the Norfolk Local Planning Authorities, acknowledging Norfolk as an area of serious water stress. Various options were proposed including reducing water use and the potential to require water neutrality.

A member commented that the Broads Authority figure should reflect the specifics of its area and not seek to go further than the Building Regulations requirement. This should also apply to other issues, such as energy efficiency because if the Building Regulations kept changing, and the Local Plan referenced the figure in the Regulations, then the Local Plan would consequently need updating. As the Broads Authority had limited resources, it should only apply different rules if the particular local circumstances required, such as drainage and abstraction levels but this should not extend to water consumption etc. Another member commented that the region was water-stressed and the Broads Authority should be an exemplar, and so he considered the figure of 110 l/h/d should remain as an option. The Director of Strategic Services advised that the Broads Authority was a partner in Water Resources East and it was currently carrying out a consultation on its emerging water resource regional plan, and climate change had been identified as a further challenge to meeting the area’s water needs, for the Eastern England region which is already a water stressed area. Members agreed to include all of the proposed options.

Wind power

There was current National Planning Policy Guidance on suitable areas for wind energy development, which required Local or Neighbourhood Plans to identify suitable areas. This related to one or more wind turbines and no distinction was made between commercial and domestic turbines. The current Local Plan did not currently allocate suitable areas for wind turbines. The paper sought consultees’ views on what should be the Authority’s approach. Members agreed to the wind power section.

Quay heading in front of quay heading

It was noted this section was yet to be considered by the Navigation Committee (scheduled for 14 April).

One of the statutory purposes of the Broads Authority was to protect the interests of navigation and the Local Plan had a strategy policy (Policy SP13) to protect and enhance the navigable water space. The paper included a number of options ranging from no specific policy, a geographic based approach, through to a policy applicable to all of the Broads, regardless of river width.

Members recognised this was becoming more of an issue, with a measurable decrease in navigation, but a blanket policy approach was not recommended and each application should be looked at as an individual case. There were areas where it was more necessary to control than others, such as pinch points. A member commented that the policy should not be too specific as there were wide areas such as the River Yare which would not be detrimentally affected and also private waterways where it would be the owner's decision to choose whether or not to narrow their waterways. He considered the issue to be one of navigation and not planning, and often it was more the case of trees or scrub which affected the width of navigation.

The Head of Planning reminded members that their views were not being sought on the actual policy at this stage but what options should be included as part of the consultation. Once the policy was ready for discussion, as part of the Preferred Options stage, that would be the stage when members could discuss in detail. Members agreed to include all of the proposed options.

The Committee's response on the various sections of the Issues and Options was noted.

11. Consultation responses

The Planning Policy Officer (PPO) introduced the report, which provided a proposed response to three policy consultations recently received from: Oulton and Worlingham Parish Councils on their Neighbourhood Plans and Transport East on its Transport Strategy.

A member commented that there was very little reference to "green tourism" in the Transport Strategy insofar as it related to the Broads. There would need to be a big investment in transport infrastructure to support greener modes of transport to access tourist areas and accommodation. The PPO agreed to include this as part of the response.

A member referred to car use and the issue of anti-car use or anti-pollution making cars. In terms of green tourism, it would never be possible to use public transport to reach holiday homes etc in the Broads area due to the remote nature. Therefore, the Authority should adapt its thinking to reflect the availability of electric cars to address the reliance on cars to access tourism areas with limited or no public transport.

It was resolved by consensus to note the report and endorse the nature of the proposed responses.

12. Minutes of the Heritage Asset Review Group meeting held on 17 December 2021

The Committee noted the minutes of the Heritage Asset Review Group meeting held on 17 December 2021.

The Head of Planning advised that, in view of the member workshop taking place on 11 March, the date of the next HARG meeting had subsequently been moved to 25 March, with the agreement of the Chair.

13. Circular 28/83 Publication by Local Authorities of information about the handling of planning applications – 1 September to 31 December 2021

The Head of Planning (HoP) introduced the report, which provided the development control statistics for the quarter end 31 December 2021. Key figures were in table 3 of the report, which showed that the Authority had met all of the national targets.

The HoP corrected an error in appendix 2 (table 3 – other applications) which only identified the timescale for 34 of the 36 decisions; the remaining two (householder applications) had been granted an extension of time but this had subsequently been missed. In future, the table would include a column “not met extension of time”. Consequently, in paragraph 1.2 of the report, this should state that of the 17 applications, 15 had been determined within the extension of time but two had missed the agreed extension.

The report was noted.

14. Appeals to the Secretary of State

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

15. Decisions made by officers under delegated powers

The Committee received a schedule of decisions made by officers under delegated powers from 20 December 2021 to 21 January 2022 and any Tree Preservation Orders confirmed within this period.

16. Date of next meeting

The next meeting of the Planning Committee would be on Friday 4 March 2022 at 10.00am.

The meeting ended at 12:20pm

Signed by

Chairman

Appendix 1 – Declaration of interests Planning Committee, 04 February 2022

Member	Agenda/minute	Nature of interest
Melanie Vigo di Gallidoro on behalf of all members	7.1	Had been lobbied by the applicant through the receipt of correspondence.
Melanie Vigo di Gallidoro on behalf of all members	7.2	Applicant is the Broads Authority.
Harry Blathwayt	7.1	North Norfolk District Councillor – other registerable interest. Lived in the village. Non-disclosable non-pecuniary interest.

Planning Committee

04 March 2022

Agenda item number 7.1

BA/2021/0145/FUL- Ludham- Ludham Stores Johnson Street- development of cafe and creation of holiday lets

Report by Senior Planning Officer

Proposal

Proposed demolition of the existing Ludham Bridge Stores and Wayfares cafe for the erection of a replacement building and extension to accommodate a new cafe and store, alongside 3 proposed holiday lets to the rear.

Applicant

Mr N Guyton

Recommendation

Approve, subject to conditions

Reason for referral to committee

Material considerations of significant weight raised by District Councillor

Application target date

7 July 2021

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1. Description of site and proposals

- 1.1. Ludham Bridge, named after the bridge which crosses the River Ant, is a small disparate settlement to the east of Horning and to the south west of Ludham and Potter Heigham. Development is to the east of the River Ant and is characterised by a small number of boat yard buildings and moorings to the south east of the bridge, the application site and a timber bungalow to the north east also alongside the river, with a chalet bungalow and toilet block to the east of these buildings. Further to the east, for the most part the land is characterised by views into open countryside, although there are some developments to the east of the bridge along the A1062 road including dwellings, a public house, a camp site and the public toilet block. It is important to note that this is however, interspersed amongst countryside and is for the most part a separate settlement of Johnson Street. To the west of the bridge is an area of marshland and grazing land with open views for some distance.
- 1.2. The site is a prominent landmark by virtue of the two-storey main building which is used as a café, visible from the River Ant, footpaths and road network which is popular with boaters and other tourists due to the proximity to the river, cycle route and

popular tourist villages of Ludham and Horning. The rest of the site is made up of an adjoining single storey flat roof section of building closest to the river which is used as general stores. The two-storey section has a ridge height of 7.1m and eaves height of 5.1m. The single storey shop flat roof is 2.5m in height.

- 1.3. On the opposite side of the central site access is a single storey block, with part flat roof and part pitched roof which operates as a pair of shops. To the rear of the buildings is a cafe garden with some seating, ad hoc car parking area (gravel) and covered car port. To the north and west boundaries of the site are two detached residential properties, one of which shares the western most access to this application site. The northern boundary is characterised by a mature hedge which has a number of gaps and has seen recent clearing by the applicant. The road side boundary is open and there are two points of vehicular access. There is a drainage ditch between the application site and the flood defence and river bank to the east. The boundary on the west side of the site is demarcated with a timber panel fence.
- 1.4. Planning permission is sought for the demolition of the existing two storey Wayfarers Café building, which has a residential flat above, and adjoining single storey Ludham Bridge Stores building to the west. Following demolition, it is proposed to erect a replacement part two-storey, part single storey building to house a café, shop and first floor flat. The flat roof space above the single storey café would form a roof seating terrace for use by the café. This terrace is accessed by internal stairs. This replacement café and shop building follows quite similarly the footprint and form of the existing building, or that of the previously approved café refurbishment (ref. BA/2018/0222/FUL).
- 1.5. The proposal would see a two storey replacement of the café with two-bedroomed flat above. The design has been amended several times and the final design includes the use of Norfolk red brick to the ground floor, black timber cladding at first floor and grey pantiles to the roof. The ridge height of the two storey section is proposed to be 9.0m from the ground level at the front (south, road facing elevation). The flat roof section including balustrade would be approximately 4.0m tall when measured from ground level at the front (south, road facing elevation). The café kitchen flue would extend 0.7m higher than the ridge. The ground floor level of the café and shop will be 0.80m AOD and the first floor flat and roof terrace will be set at 3.80m AOD.
- 1.6. In addition to the replacement café, shop and residential flat, the application seeks permission for an additional three elevated flats for holiday rental towards the rear of the café. The flats would run parallel with the site's western boundary (and the river), and have views of the River Ant. This building would be linked physically to the replacement shop and café building by a flat roof element. The proposed flats are elevated due to the modelled flood risk levels, with their finished floor level being set at 2.0m above AOD. The space below these holiday apartments is open and is proposed to be used as undercroft storage.
- 1.7. The three holiday flats are proposed as two- bedroomed flats with an open plan living accommodation opening up onto west facing balconies on the top floor. The access is

via individual staircases from ground level. The building has a dual pitched roof with a central ridge which is 8.9m tall. The external materials as proposed are black timber cladding and a metal profiled roof. The ground floor of the holiday lets will be set at 1.80m AOD and the first floor will be set at 4.47m AOD.

- 1.8. Parking will be to the rear of the new café/shop building using the existing access.

2. Site history

- 2.1. BA/2019/0361/FUL Demolition and redevelopment of Ludham Bridge Stores, Wayfarers Cafe and flat; removal of existing pop-up shops and erection of two elevated holiday lets with undercroft carparking. Planning permission refused on grounds of no information provided on the need and financial viability of the accommodation, unacceptable design and insufficient information on flood risk.
- 2.2. BA/2018/0222/FUL External refurbishment of existing buildings and extensions to Wayfarers Café. Approved subject to conditions.

3. Consultations received

Ludham Parish Council

- 3.1. The Parish Council OBJECTS to this application on the basis of the following:

Highways concerns

The Parish Council is also extremely concerned that if this application is ever approved that the holiday accommodation REMAINS AS holiday accommodation.

The Parish Council is also extremely concerned that if this application is ever approved that the dyke remains clear of debris.

There are also various conditions which the Parish Council is keen that the applicant should adhere to.

As always with all planning applications, please note that Ludham Parish Council has a dark skies policy.

Environment Agency

- 3.2. We have reviewed the application as submitted and have no objections. We are including advisory comments.

Norfolk County Council (NCC) Highways

- 3.3. No objection subject to a condition requiring the parking layout.

BA Ecology

- 3.4. No objection subject to suggested conditions and informatives.

Anglian Water

- 3.5. No objection and confirmation that the foul drainage is sufficient to accommodate the additional holiday units. Condition requesting a surface water management strategy,

Internal Drainage Board

- 3.6. The proposed works will require a licence as they are within 9m of a watercourse.

BA Landscape

- 3.7. Landscape information remains unclear and amended plans and sections don't address all previous comments, mainly:

- The proposed building line remains too close to the ditch to allow for a natural bank treatment and could pose a risk at construction stage to the waterway.
- Treatment of the bank along the ditch shown on landscape plan (March 2021) includes marginal planting which is supported, but Site section C-C on drawing 11-2021 has a vertical structure/wall which would not allow for this.
- Drainage especially of car park area should be permeable/sustainable but there seems to be no information on this.
- The levels on section D-D are rather confusing and are 'indicative only'. There doesn't seem to have been any related revision to the landscape plan to indicate how the frontage would be treated.
- The opportunity to improve the Norwich Road streetscape is not being taken.

There is not enough information or clarity to give confidence that landscape proposals and mitigation would be adequate, or to allow landscaping to be left to a condition.

I remain unable to support the scheme but would be pleased to reconsider an amended scheme, with clarification and additional information.

BA Historic Environment Manager

- 3.8. In terms of the building design my last comments appear to have largely been addressed, although the position of the proposed fascia does not work on the front gable so signage will need to be reconsidered. My previous comments about the quality of the detailing and materials, as well as the need to address Tim's (landscape architect) landscape concerns still apply, but generally I am content with the principle of the development.

Ward Member

- 3.9. Request for the application to be determined by Planning Committee because of concerns over foul drainage, the design and requirement for screening and landscaping.

NNDC Environmental Protection

- 3.10. No objections subject to conditions and informatives.

4. Representations

4.1. Representations were originally received from 16 households and the Broads Society. In response to the amended scheme there were two representations.

- Impact on amenity from holidaymakers
- The buildings are too large in scale
- Design and materials are unsympathetic
- Existing sewer system is poor
- Concern about the stability of the land
- Concern that the holiday lets will become full residential
- No confidence that the landscaping will be implemented
- Concern about impact on wildlife
- Concern at the loss of an iconic landmark
- Loss of a thriving business
- No room for outside seating
- Increase in flood risk
- Loss of view

5. Policies

5.1. The adopted development plan policies for the area are set out in the [Local Plan for the Broads](#) (adopted 2019).

5.2. The following policies were used in the determination of the application:

- DM4 - Water Efficiency
- SP2 - Strategic Flood Risk Policy
- DM5 - Development and Flood Risk
- DM6 - Surface water run-off
- DM13 - Natural Environment
- DM16 – Development & Landscape
- DM21 - Amenity
- DM22 - Light pollution and dark skies
- DM23 - Transport, highways and access
- SP12 - Sustainable Tourism
- DM29 - Sustainable Tourism and Recreation Development
- DM30 - Holiday Accommodation - New and Retention
- DM40 - Replacement Dwellings
- DM43 - Design

- DM51 - Retail development in the Broads.

6. Assessment

- 6.1. The key considerations in dealing with this application are: the principle of development; design and landscape; neighbouring and future occupant amenity; accessibility to the site and flood risk associated with the proposed development. Other issues will also be considered, including sewerage capacity and effect upon existing services.

Principle of development

- 6.2. The principle of development can be broken up into two elements: firstly, the demolition and replacement of the café, shop and existing flat and secondly, the erection of three new holiday units to the rear.
- 6.3. In policy terms, the aspect of the development related to the demolition and replacement of the café, flat and shop is supported by planning policy. The site is an established tourist site and the proposed replacement of the building housing one of the shops on site and the café is generally supported by Policy SP12 (Sustainable Tourism) and Policy DM29 (Sustainable tourism and recreation development) of the Local Plan for the Broads 2019. The effective like-for-like replacement of the existing flat at first floor level is also supported in principle because it complies with the aims of Policy DM40 (Replacement dwellings) of the Local Plan for the Broads.
- 6.4. Policy SP12 seeks to encourage high quality and inclusive tourism infrastructure which is sustainable. The criteria of this policy seek to encourage a network of tourist facilities throughout the Broads, of which Ludham Bride is an existing example (Criteria (i) of SP12). The siting of this proposed café and shop redevelopment is considered sustainable as it is an existing tourist site and therefore also complies with Policy DM29 part (a) (ii). The tourist offer proposed to be provided is wide ranging, which is also supported by Policy SP12 and the renovations would maintain this provision for the long term which is positive. The site itself is accessible by a variety of means with a direct safe walking route to a large area of 24 hour visitor moorings on the Broads river network, as well as a pedestrian link to the services in Johnston Street (public house, public toilets, campsite etc). There are options to visit the site by bicycle as the A1062 is part of a cycle route linking Hoveton/Wroxham (railway station), Horning, Ludham and Potter Heigham.
- 6.5. The replacement of the flat meets the four criteria of Policy DM40 in that the existing flat has a lawful use; the building is not worthy of particular retention due to its historic, cultural or architectural significance; the scale, design and external appearance of the replacement building is acceptable in this location and the proposal is within the same footprint of the existing development. These elements will be discussed in more detail below.
- 6.6. Turning to the second element of the scheme, the proposed development of the site for additional holiday accommodation. Policy DM29 of the Local Plan for the Broads

supports new tourism development where it is closely associated with an existing tourism site/visitor attraction. One of the reasons for the earlier refusal (BA/2019/0361/FUL) was that there was no evidence provided to comply with Policy DM30 (c) which requires evidence that the proposed holiday accommodation has been planned on a sound financial basis. A Viability Assessment has been submitted in support of this application and this also includes information taking into account demand for this type of self catering holiday accommodation. The additional accommodation would support the investment in the café and shop and the application is considered to be policy compliant in this regard.

Landscape and Design

- 6.7. Design quality and landscape impact in the nationally protected Broads landscape runs to the heart of most decisions when considering the principle of development in the Broads Authority area. The NPPF sets out in paragraph 174 part A that “decisions should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes”. The area in question is part of The Broads, and is a particularly prominent location in a predominantly open, rural environment with only intermittent built development. Policies SP12, DM29, DM40, some of the policies referenced in the previous section, all relate back to good quality design and a requirement to enhance or preserve the character and appearance of the Broads landscape.
- 6.8. The area in which Ludham Bridge Stores sits is a focal point behind flood defence banks of the River Ant, one of the main rivers making up the Broads network. The elevated bridge and river is flanked to the east by a small number of relatively unobtrusive buildings which are of simple design, generally low massing and well screened by existing hedgerows and trees. The existing stores building and bridge are the most prominent structures in the landscape and these are visible from the water, footpaths running adjacent to the river and also from the road and longer distance views.
- 6.9. The amended design has taken into account previous comments from the Historic Environment Manager and Landscape Officer. The main change is the materials, with Norfolk red brick, black timber cladding and grey pantiles now proposed. The roadside building will be taller than the existing structure, with an increase in ridge height of 1.9m for the two-storey element and 1.3 for the flat roof section, but it maintains a flat roof element to the river side to break up the mass of built form.
- 6.10. The residential accommodation at the rear is raised to take account of flood risk. The ridge height of this structure has been reduced as much as possible to meet Building Regulations, and is proposed at 8.9m which is 0.2m lower than the ridge on the two-storey building. Whilst this element is new, and will change the appearance of the site, it is set back from the river with an intervening car parking area and dyke and so, with some landscaping, it is not considered on balance that it will have a detrimental impact on the character and appearance of the area.

- 6.11. It should be noted that the previous design, which was the subject of the refusal notice, was significantly more cluttered with a large element of glass balustrade along the river fronting elevation. The design has been simplified and together with the change in materials is not considered to be unacceptable in terms of design and is in compliance with Policy DM43 and the design criteria specified in Policy DM29 ((b) (viii, ix and xi)).
- 6.12. A landscaping scheme has been included with the application and additional information has been provided relating to cross sections of the site. There is still an objection from the Landscape Officer in that he does not feel the opportunity to improve the Norwich Road streetscape is being taken and he is not persuaded that the landscape proposals and mitigation are adequate. Whilst clearly important, it is not considered that this on its own is sufficient justification to refuse the scheme, particularly as the LPA is able to impose a planning condition requiring the submission of a more detailed landscaping scheme. This is not an uncommon approach for schemes such as this. It is therefore suggested to add a condition to the grant of permission in this regard but from the information provided, the proposal is not considered on balance to be unacceptable in landscape terms.

Amenity of residential properties

- 6.13. There are two immediately adjacent residential properties: Mill Croft to the north and Willow Fen to the north-east. Mill Croft is a single storey structure which sits in a large plot relative to its modest size. It is located approximately 25m away from the north elevation of the new holiday accommodation and so the impact of the new accommodation on this property is considered to be minimal; it is noted this the presence of the extensive visitor moorings and other facilities means that this is not a secluded location. Willow Fen is a larger, chalet bungalow which has a gable end window facing south-west towards the site, which is located at over 45m distance with the side elevation of the new accommodation being the closest element. Although the glimpsed views of the river which are currently enjoyed may be obscured by the new building, this is not a material planning consideration. The proposals are therefore not considered to raise concerns with regards to an adverse impact on the amenity of neighbours and is in compliance with Policy DM21 of the Local Plan for the Broads.

Flood Risk

- 6.14. The area is located within the Environment Agency's Flood Zone 3a, where generally new residential uses would be discouraged due to the risk that occupants and emergency services would come under in times of flood. In this instance the application is supported by a Flood Risk Assessment (FRA) and flood response information. This accurately sets out the modelled extreme flood events and has been the basis on which the floor level of the accommodation has been set. All proposed living accommodation would be elevated above the extreme flood event including taking into account climate change. As such, there would be safe refuge in all properties in the event of a flood. Looking at the commercial properties, the redevelopment represents an opportunity to integrate flood resilient construction methods and these are set out in the FRA. The

FRA has also shown that there is an acceptable means of escape from the site to an area wholly outside of flood risk and as such the Environment Agency have not objected to the scheme. However, the proposal, due to the inclusion of new residential uses within Flood Zone 3a would normally be resisted unless it meets the Sequential and Exceptions Tests.

6.15. The Sequential Test requires that there are no sequentially preferable locations for the development, i.e. areas which are at a lower risk of flooding. In this instance, the remaining area of the application site and the surrounding area are within a similar level of flood risk and so it is considered that sequentially there are no other available sites of a lesser risk. The proposal is therefore considered to meet the Sequential Test.

6.16. An Exceptions Test (NPPF paragraph 164) is required for residential development in Flood Zone 3a and the proposal needs to show that

“a) the development would provide wider sustainability benefits to the community that outweigh the flood risk; and; b) the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall.

Evidence has been supplied to show a need for holiday accommodation at this location and the proposal will enable and support refurbishment and retention of an existing shop and café at an important tourist location within the Broads. The proposal is therefore considered to result in wider sustainability benefits and it meets the Exceptions Test. The proposal is therefore in accordance with Policy DM5 of the Local Plan for the Broads.

Highways

6.17. There is no objection from the Highways Authority subject to the layout of parking spaces as shown on the submitted plan. There are existing accesses onto the main road from the site and the proposal does not intend to change this. The proposal is therefore in accordance with Policy DM23 of the Local Plan for the Broads.

Other issues

6.18. The proposal is not considered to result in an adverse impact on biodiversity and the Authority's Ecologist has no objection subject to advice and conditions relating to enhancements. The proposal is considered to comply with Policy DM13 of the Local Plan for the Broads.

6.19. Anglian Water has advised that it has no objection to the scheme and has additionally looked into the suitability of the foul drainage system in this location. It advises in its subsequent response that the system is sufficient to accommodate the additional units.

7. Conclusion

7.1. In conclusion, there were three reasons for refusal of the previous application and this resubmission aims to overcome them. Firstly, evidence has been provided to show that

the new accommodation has been planned on a sound financial basis and will provide an element of enabling development for the retention of the existing shop and café services. Secondly, the design has been amended to reduce the scale and mass along with using a more preferable palette of materials. Although there will be a landscape impact, on balance it is not considered that this will be detrimental to the character and appearance of the surrounding landscape, subject to additional landscaping. Lastly, the application is supported by a Flood Risk Assessment and mitigation measures have been introduced to the design. The proposal passes the Sequential and Exceptions Tests as required by the NPPF in that there are wider sustainability benefits of the proposal that outweigh any harm.

8. Recommendation

8.1. Approve, subject to the following conditions

- Time Limit
- In accordance with amended plans
- Submission of surface water management strategy.
- Notwithstanding the Landscape Plan, a revised Landscape Plan will be submitted agreed and implemented.
- Notwithstanding signage shown on the drawings, this permission does not grant advertisement consent and a separate application shall be made in that regard.
- Notwithstanding the details on the drawings, samples of materials shall be submitted.
- Occupation of holiday units. No permanent residential or sole address of occupant.
- Shop and café hours 08:00 – 18:00hrs Monday – Sat. 09:00 – 16:00 Sun & Bank Holidays.
- Highways- parking layout.
- Biodiversity enhancements (bat and bird boxes)
- Environmental protection condition relating to noise.
- Water efficiency 110 L/head per day.

9. Reason for recommendation

- 9.1. Subject to the conditions outlined above, the application is considered to be in accordance with Policies DM4, SP2, DM5, DM6, DM13, DM16, DM21, DM22, DM23, SP12, DM29, DM30, DM40, DM43 and DM51 of the Local Plan for the Broads 2019.

Author: Cheryl Peel

Date of report: 23 February 2022

Appendix 1 – Location map

Appendix 1 – Location map



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Planning Committee

04 March 2022

Agenda item number 7.1

BA/2021/0490/FUL - Potter Heigham former Bridge hotel site, 12 x holiday units restaurant and car park

Report by Planning Officer

Proposal

Erection of 8 one-bedroom & 4 two-bedroom flats for holiday use with restaurant & covered car-park at ground level

Applicant

Mr Nicholas Mackmin

Recommendation

Refusal

Reason for referral to committee

Major application in terms of site area.

Application target date

7 March 2022

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1. Description of site and proposals

- 1.1. The application site lies on the south side of the River Thurne at the southern entrance to the settlement surrounding Potter Heigham Staithe. The site is adjacent to Bridge Road and is situated between a grassed area on the bank of the river to the north and a building (currently a fish and chip shop) to the south. The site is adjacent to Potter Heigham Bridge, which is a Scheduled monument and is listed as Grade II*.
- 1.2. The site is the location of the former Bridge Hotel, but in recent years it has been used as a car parking area. The Bridge Hotel was for many years a prominent landmark building in the Broads providing accommodation and refreshments to visitors. In 1991, there was a fire in which the building was destroyed and in 1993 consent was granted for a replacement building although no works have been implemented and the site remains undeveloped.
- 1.3. In 1999 consent was granted for use of part of the site for car parking for a temporary period. Following a period of unauthorised use after this initial temporary consent expired, further temporary permissions were granted in 2011, 2014 and most recently 2019. The current permission expires on 28 May 2022.
- 1.4. Last year, an application was refused by Planning Committee for redevelopment of the site for the erection of 8 x 1 bedroom and 4 x 2 bedroom flats for holiday use, a restaurant at ground floor level and associated car parking (reference BA/2021/0067/FUL). The reasons for the refusal were related to flood risk, insufficient information regarding the impact on the historic environment and a lack of an Arboricultural Impact Assessment. This application seeks to overcome these issues.
- 1.5. The proposed development is the same as previously submitted and consists of 12 holiday flats (8 x 1 bedroom and 4 x 2 bedrooms), a restaurant at ground floor level and covered car parking at ground level.
- 1.6. The development consists of two blocks (A & B). Block A measures 32m by 10m in floor area. The roof is designed with two monopitch roofs and the maximum height is 8.6m. On the ground floor is a restaurant seating 52 covers and a covered parking area including cycle parking and bin storage. On the first floor are 8 x 1 bedroom flats accessed via external staircases. Block B measures 22m by 11m in floor area. It is similar in design to Block A with a maximum height of 8.6m. On the ground floor are car parking garages and on the first floor are 4 x 2 bedroom flats again accessed via external stairs. Both units will have a roof void with retractable staircases in order to offer a place of refuge during a time of flood.

2. Site history

- 2.1. BA/2021/0067/FUL Erection of 8 x 1 bedroom and 4 x 2 bedroom flats for holiday use, restaurant at ground floor level and associated car parking. REFUSED.

- 2.2. BA/2019/0111/FUL Extend temporary permission for car park use. APCON
- 2.3. BA/2014/0226/FUL Extend temporary 3 year permission for car parking. APCON
- 2.4. BA/2011/0147/CU Extend temporary 3 year permission for car parking APCON
- 2.5. BA/1999/0555/HISTAP continued use of site as car park for temporary period (3 years) and erection of reed panel fence. APCON
- 2.6. BA/1998/0476/HISTAP Renewal of planning permission no. 06/93/0081/BF for reinstatement of fire damaged building. APCON
- 2.7. BA/1995/0350/HISTAP Temporary car park and boat storage. APCON
- 2.8. BA/1993/0165/HISTAP Reinstatement of fire damaged building and provision of additional dining facilities, site and demolition work. APCON
- 2.9. BA/1992/0139/HISTAP Reinstatement of fire damaged building. Refused.

3. Consultations received

Potter Heigham Parish Council

- 3.1. Object. Concerns related to adverse impact on the bridge, increase in traffic, insufficient parking and flooding.

Environment Agency

- 3.2. We object to this application in principle because the proposed development falls into a flood risk vulnerability category that is inappropriate to the flood zone in which the site is located. We therefore recommend that the application is refused planning permission on this basis.

BA Tree Officer

- 3.3. I do have some concern about the loss of the two groups of Willow G1 & G2. Whilst these are not exceptional specimens they do provide screening to and from the site from the adjacent boatshed and road. Both groups have considerable visual amenity as can be seen in the attached photos. Given this, if the proposed development is to be approved I would like to see the replacement planting of similar species in similar numbers on the site to provide a modicum of screening to and from the proposed development in future years and secure the future treescape and associated biodiversity. I would also like to see a condition placed on any approval requiring compliance with recommendations the submitted Arboricultural Report dated 24th August 2021.

Repps with Bastwick Parish Council

- 3.4. Object. Concern that the three previous refusal reasons have not been overcome in regards to flood risk, heritage concerns and trees. Concern regarding flooding as the sewage system has existing issues.

BA Landscape

- 3.5. Object. There is a need for additional information and clarification. External spaces have not been fully considered, and opportunities for public realm enhancement such as along the river frontage have not been taken. The design of the proposed buildings when considered in landscape terms, would not enhance the local landscape character or the setting of the historic bridge.
- 3.6. I am concerned that the proposals would not meet the requirements of the following policies: Policy POT1: Bridge Area; d) in that the application does not clearly demonstrate improvements to the appearance and public realm of the area. Policy DM16: Development and landscape; the application does not clearly demonstrate that development proposals are informed by: i) The Broads Landscape Character Assessment (2017). Policy DM43: Design; particularly k) – the requirement for high quality landscaping. DM22 Dark skies; no information submitted to demonstrate compliance.
- 3.7. I am unfortunately unable to support the application and hope that significant amendments can be made to improve the quality of the proposals.

BA Historic Environment Manager

- 3.8. Object. This application supersedes a previous application (BA/2021/0067/FUL) which was refused on a number of grounds including the failure to address the requirements of paras 189, 193 and 194 of the NPPF. Although a revised Heritage Statement has been submitted, it is still insufficient in its assessment of the impact on the heritage asset's setting and significance and is therefore considered to fail to meet the requirements of paragraph 194 of the NPPF. Historic England have requested (in their responses for this and the previous application) that the applicant should submit visualisations to aid assessment of the proposals and the impact on the heritage asset and I agree that these would be useful.
- 3.9. I would also like to see some form of heritage interpretation relating to the bridge, which could be provided as an additional benefit of the scheme, in line with Local Plan Policy DM11e.
- 3.10. As it stands, I still object to the proposal on the basis that the submitted Heritage Statement is insufficient to meet the requirements of paragraph 194 of the NPPF and there are elements of the design that would currently result in potential harm to the setting of the heritage asset and it is consequently contrary to DM 11 of the Broads Local Plan and paras 199 and 200 of the NPPF need to be considered.

Norfolk County Council (NCC) Highways

- 3.11. No objections subject to conditions and informative notes.

Historic England

- 3.12. Object. Historic England has concerns about the planning application on heritage grounds. However, we do not object in principle to the redevelopment of former Bridge Hotel site.
- 3.13. We consider that the principal concerns raised that we raised in our response to the previous application have not been addressed and that the application does not currently meet the requirements of the NPPF (2021), in particular paragraphs 194, 195, 199 and 200.
- 3.14. Your authority should take these representations into account and seek amendments, safeguards or further information as set out in our advice. If, however, you propose to determine the application in its current form, please treat this as a letter of objection, inform us of the date of the committee and send us a copy of your report at the earliest opportunity.

Norfolk County Council (NCC) Archaeology

- 3.15. No objection. Thank you for consulting with us about the above planning application. Based on currently available information the proposal will not have any significant impact on the historic environment and we do not wish to make any recommendations for archaeological work.

Internal Drainage Board

- 3.16. Comments regarding consents required.

4. Representations

4.1. Duncan Baker MP

Thank you for copying in my office. You raise some very serious concerns. When flooding throughout North Norfolk and particularly in villages like Potter Heigham is such an issue I do hope the Broads Authority looks at this seriously. I have many complaints with Broads villages having sewage problems, so may I ask Ms Peel to look particularly closely at the issues you raise.

4.2. 2 other letters of representation have been received. Summary of concerns:

- Drainage unable to cope.
- Contrary to policy.
- Design is not characteristic of the area.
- Traffic concerns including inadequate parking.
- Restaurant not needed.
- Loss of trees.

5. Policies

- 5.1. The adopted development plan policies for the area are set out in the [Local Plan for the Broads](#) (adopted 2019).
- 5.2. The following policies were used in the determination of the application:
- DM5 – Development and flood risk
 - DM11- Heritage Assets
 - DM113 – Natural environment
 - DM16 – Development and Landscape
 - DM21 – Amenity
 - DM23 – Transport, highways and access
 - DM43 – Design
 - POT1 – Bridge Area

6. Assessment

- 6.1. The main considerations in the determination of this application are the principle of development, flood risk, the design of the new buildings and the impacts on the historic environment, trees, biodiversity, amenity and highways.

Principle of development

- 6.2. The site is considered to be a brownfield site and the current use of it as a car park does not enhance the appearance of the area or the setting of the adjacent heritage asset of Potter Heigham Bridge. Policy POT1 identifies the area around the bridge to be further developed and enhanced as a location for river related leisure and tourism subject to the relevant policies of the Local Plan. The area covered by the policy as a whole is larger than the application site itself and includes the majority of the surrounding boat yards and buildings extending towards the west. On Policy Map 15, the area covered by Policy POT1 X3 (Former Bridge Hotel Site) covers the application site and the neighbouring fish & chip shop and the boatyards and structures to the north-east and south-west (across the road) of the application site.
- 6.3. The application site also has the proviso that particular care will be taken to achieve improvements to the appearance and public realm of the area, development which supports recreation and tourism will be supported and that new holiday accommodation will only be permitted as part of a comprehensive scheme which should include appropriate recreation and tourism provisions. The principle of redevelopment to recreation and tourism uses is therefore supported.

Flood Risk

- 6.4. The application is submitted with an updated Flood Risk Assessment which demonstrates that the site is within Flood Zone 3b, the functional floodplain, as delineated by the 1 in 20 annual probability event outline and within the Broads Authority's Strategic Flood Risk Assessment. The Environment Agency have confirmed that residential accommodation and buildings used for restaurants are classed as 'more

vulnerable' and 'less vulnerable' respectively and are not suitable land uses in Flood Zone 3b.

- 6.5. The agent argues that the site is 'allocated' for development of holiday accommodation, however Policy POT1 covers a larger area than just the application site and this whole policy area includes existing buildings (a take-away immediately behind the former hotel footprint, and some boat sheds) which could in principle be converted or redeveloped into holiday accommodation. Existing buildings within Flood Zone 3b are treated as being within Flood Zone 3a because the presence of the building stops the land being able to function as floodplain, so development classed as appropriate in 3a could be acceptable. The application site, however, is not developed, so must be treated as floodplain in policy terms. The situation, therefore, is that the area covered by Policy POT1 includes land which is within Flood Zone 3a and land in Flood Zone 3b. This explains why it is acceptable for POT1 to identify the site as suitable for holiday accommodation and is consistent with the conclusions of the sequential test which states that: *"Within the entire area, development could be located out of 3b"*.
- 6.6. The only suitable development on this particular site would need to be 'Water Compatible' such as boat yards, water based recreation (excluding sleeping accommodation), amenity space, nature conservation, outdoor sports and recreation. As it stands, the proposal is contrary to both national and local plan policies (specifically DM5 of the Broads Local Plan) and cannot be supported.

Impact upon the historic environment

- 6.7. The proposed development site lies adjacent to Potter Heigham Bridge which is both a scheduled monument and a Grade II* listed building. Part of the application site lies within the boundary of the scheduled monument. A revised Heritage Statement was submitted with this application in order to try to overcome the previous refusal reason in this regard.
- 6.8. The National Planning Policy Framework (NPPF) defines the setting of a heritage asset as "The surroundings in which a heritage asset is experienced". The proposed development site lies within the immediate setting of the Potter Heigham Bridge scheduled monument. The relationship between Potter Heigham Bridge, the River Thurne, and the adjacent riverbanks directly contributes to the setting of the scheduled monument and to its significance. The proximity of the application site to Potter Heigham Bridge means that the proposed development would be visible in key views of the scheduled monument, in particular in views south and southwest from the north bank of the river between Bridge Road and the A149, from the A149 road bridge and from on the river itself.
- 6.9. Although a revised Heritage Statement has been submitted with the current application it is not accompanied by any visualisations of the proposed development so that the potential changes to the setting of the Potter Heigham Bridge scheduled monument can be adequately understood and the any resulting harm to the significance of the monument can be determined.

- 6.10. NPPF paragraph 189 states that, “local planning authorities should require an applicant to describe the significance of any heritage assets affected including any contribution made by their setting” at a level of detail proportionate to the assets’ importance and using appropriate expertise. NPPF Paragraph 194(b) establishes that scheduled monuments and grade II* listed buildings are designated heritage assets of the ‘highest significance’.
- 6.11. The level of information and assessment submitted in the amended heritage statement is considered to be insufficient to meet the requirements of NPPF paragraph 189. Inclusion and full assessment of the key views that include both the proposed development site and Potter Heigham Bridge are necessary for the impact of the proposals on the setting of the designated heritage asset, and any resulting harm to its significance, to be determined.

Design

- 6.12. Policy DM43 of the Local Plan for the Broads requires all development to be of high design quality which should integrate effectively with its surroundings, reinforce local distinctiveness, landscape character and preserve or enhance cultural heritage. The two proposed blocks do reflect the predominant form of buildings in the vicinity, in terms of their positioning, form and massing. However, there are some finer issues that raise concern.
- 6.13. Firstly, the staggered roof form is uncharacteristic and in order to ensure that the buildings more fully reflect the local character, it is considered that a simpler pitched roof would be more appropriate. Ideally, rooflights should be kept to a minimum and it would be preferred if they were removed from the front (south-west) roofslope to Block A. The use of roller shutter garage doors to the north-west elevation of Block B is also not considered to be appropriate.
- 6.14. The application does not include exact details on the proposed materials, which are required, particularly given the historic importance of the site. The application as it stands is therefore contrary to Policy DM43 of the Local Plan for the Broads.

Impact on the landscape

- 6.15. The proposed development will introduce a built form into an area that, although used for car parking and therefore not particularly attractive, is devoid of development. The site is in a highly visible and sensitive location with a significant level of public access, public moorings, boatyards, river boat users, adjacent highway and footpaths. The long distance footpath of the Weavers Way runs immediately adjacent to the site and the opposite river bank has publicly accessible open space. An Arboricultural Impact Assessment and Landscaping Plan have been included in the application documents.
- 6.16. There are some inconsistencies with the Landscaping Plan and other plans and there are little details included with regards to hard landscaping and sustainable drainage. A proposed row of ‘Malus eleyi’ trees are shown along the access road but these are not considered appropriate for a riverside location in the broads and native trees such as

willow, alder and birch would be preferable. In addition, the hedging on the north-east boundary is also uncharacteristic, fast growing and has the potential if not managed, to become a nuisance. Yew or Holly would be preferred here.

- 6.17. The existing car parking detracts from the setting of the bridge but the scheme fails to take the opportunity to screen this area or enhance the streetscape of Bridge Road.
- 6.18. Due to the lack of information submitted and the use of non-native plants where landscaping is shown, the proposal is considered to be contrary to the following policies: Policy POT1: Bridge Area – criterion (d) in that the application does not clearly demonstrate improvements to the appearance and public realm of the area; Policy DM16: Development and landscape - the application does not clearly demonstrate that development proposals are informed by criteria (i) The Broads Landscape Character Assessment (2017) and (ii) Appropriate site-based investigations Policy DM43: Design - particularly criterion (k) – the requirement for high quality landscaping.

Other issues

- 6.19. There is no objection from the Highways Authority subject to conditions and so the application is in compliance with Policy DM23 of the Local Plan for the Broads.
- 6.20. There are no immediate neighbouring residential properties and so no issues arising with regards to an adverse impact on amenity. Concerns about business competition are not a material planning consideration.

7. Conclusion

- 7.1. The application seeks permission for the erection of holiday accommodation in an area at a high level of flood risk, contrary to both national and local planning policies. Furthermore, the application fails to include sufficient information to be able to fully assess the impact on the historic environment, landscape and existing vegetation.

8. Recommendation

- 8.1. Refuse for the following reasons:
- The application seeks permission for 'more vulnerable' development in an area demonstrated to be Flood Zone 3b (the functional floodplain) which is not considered to be in accordance with Policy DM5 of the Local Plan for the Broads or the NPPF and NPPG guidance.
 - Due to there being insufficient information about the impact of the proposed development on the historic environment, in particular on Potter Heigham Bridge, both a scheduled monument and a Grade II* listed building, the application does not meet the requirements of the NPPF, in particular paragraphs 189, 193 and 194 and is contrary to Policy DM11 of the Local Plan for the Broads.

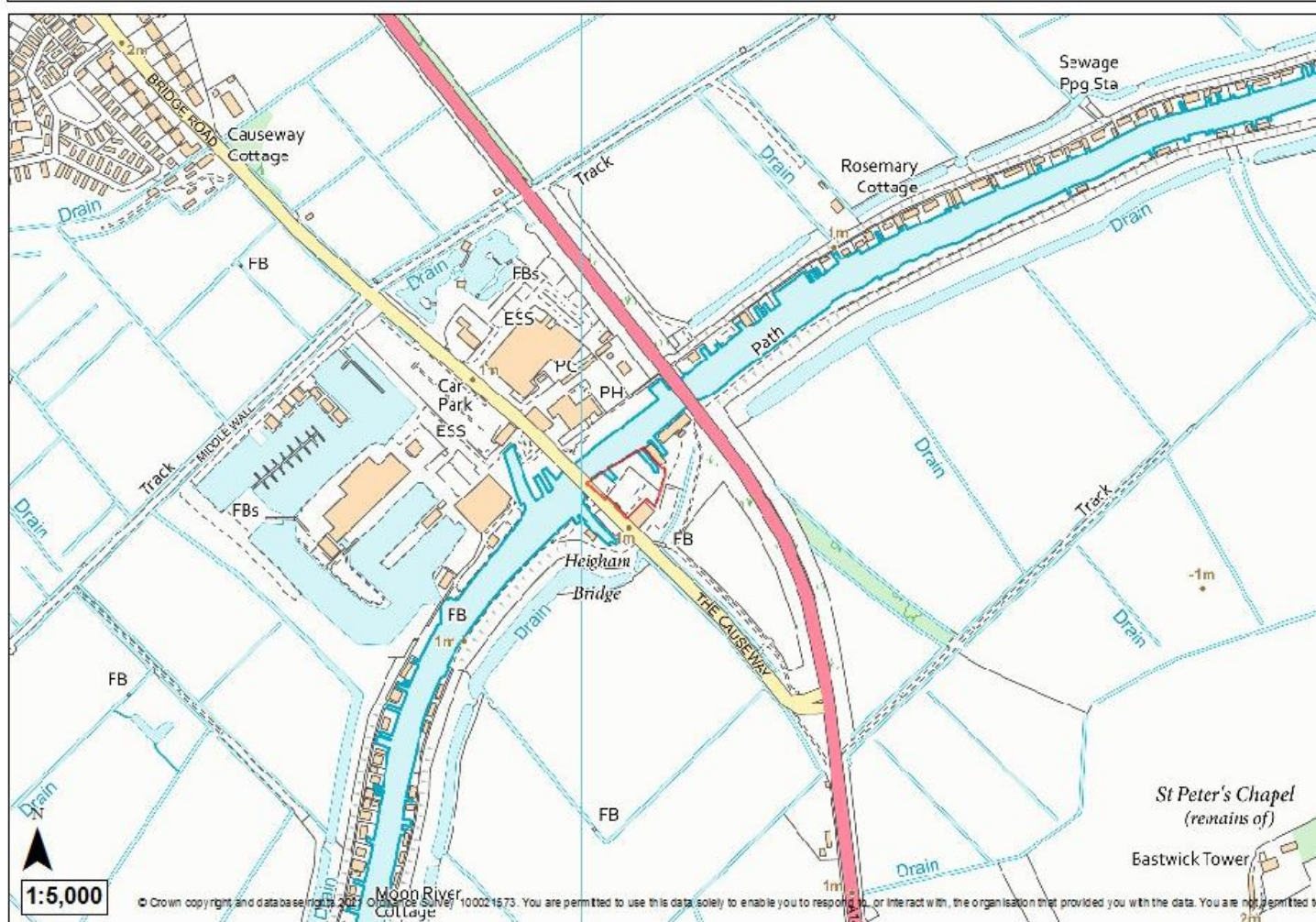
- The application includes the loss of significant trees and fails to include a suitable Landscape Scheme with native replacement planting including, contrary to Policies DM16, DM43 and POT1 of the Local Plan for the Broads.

Author: Cheryl Peel

Date of report: 04 February 2022

Appendix 1 – Location map

Appendix 1 – Location map



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Planning Committee

04 March 2022

Agenda item number 8

Enforcement update- March

Report by Head of Planning

Summary

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

Recommendation

To note the report.

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

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

Committee date	Location	Infringement	Action taken and current situation
			<ul style="list-style-type: none"> Enforcement Notices served 30 November, with date of effect of 29 December 2021. Compliance period of 3 months for cessation of unauthorised residential use and 4 months to clear the site. 16 December 2021.
8 November 2019	Blackgate Farm, High Mill Road, Cobholm	Unauthorised operational development – surfacing of site, installation of services and standing and use of 5 static caravan units for residential use for purposes of a private travellers' site.	<ul style="list-style-type: none"> Delegated Authority to Head of Planning to serve an Enforcement Notice, following liaison with the landowner at Blackgate Farm, to explain the situation and action. Correspondence with solicitor on behalf of landowner 20 November 2019. Correspondence with planning agent 3 December 2019. Enforcement Notice served 16 December 2019, taking effect on 27 January 2020 and compliance dates from 27 July 2020. Appeal against Enforcement Notice submitted 26 January 2020 with a request for a Hearing. Awaiting start date for the appeal. 3 July 2020. Appeal start date 17 August 2020. Hearing scheduled 9 February 2021. Hearing cancelled. Rescheduled to 20 July 2021. Hearing completed 20 July and Inspector's decision awaited. Appeal dismissed with minor variations to Enforcement Notice. Deadline for cessation of caravan use of 12 February 2022 and 12 August 2022 for non-traveller and traveller units respectively, plus 12 October 2022 to clear site of units and hardstanding. 12 Aug 21 Retrospective application submitted on 6 December 2021. Application turned away. 16 December 2021

Committee date	Location	Infringement	Action taken and current situation
4 December 2020	Land to east of North End, Thorpe next Haddiscoe	Unauthorised change of use to mixed use of a leisure plot and storage.	<ul style="list-style-type: none"> • Authority given for the service of Enforcement Notices. • Section 330 Notices served 8 December 2020. • Enforcement Notice served 12 January 2021 with compliance date 12 February 2021. • March 2021 - Some clearance commenced. Three month compliance period. • Site to be checked for progress. April 2021 • Progress being monitored. May 2021 • Site not cleared by deadline. Operator given a further period. June 2021 • Negotiations underway. July 2021 • Further clearance, but incomplete. 25 August 2021 • Further clearance. Inspection needed. 22 September 2021 • Landowner given to end of year to complete clearance. 22 October 2021 • Further material removed, but some work required for compliance. Correspondence with landowner. 17 January 2022 • File review underway. 7 February 2022
8 January 2021	Land east of Brograve Mill, Coast Road, Waxham	Unauthorised excavation of scrape	<ul style="list-style-type: none"> • Authority given for the service of Enforcement Notices. • Enforcement Notice served 29 January 2021. • Appeal against Enforcement Notice received 18 February 2021. • Documents submitted and Inspector's decision awaited. September 2021
2 February 2022	Land adjacent to car park at Swan Hotel, Horning	Unauthorised installation of six lighting columns	<ul style="list-style-type: none"> • Authority given by Chair of Planning Committee for service of Temporary Stop Notice

Committee date	Location	Infringement	Action taken and current situation
			<ul style="list-style-type: none"> • Temporary Stop Notice served 2 February, with expiry date of 1 March 2022. • Negotiations underway with landowner about removal of structures. 7 February 2022

Author: Cally Smith

Date of report: 05 February 2022

Planning Committee

04 March 2022

Agenda item number 9

Heritage- Bungay Conservation Area – Conservation Area Appraisal adoption

Report by Historic Environment Manager

Summary

Local Planning Authorities have a statutory duty to review and appraise their Conservation Areas.

The purpose of this report is to inform members of the appraisal for the Bungay Conservation Area and Management Plan, carried out by East Suffolk Council.

Recommendation

To agree to adopt the Bungay Conservation Area Appraisal and Management Plan.

1. Introduction

- 1.1. The Authority has a statutory duty to identify and maintain up-to-date appraisals of Conservation Areas and to publish proposals for the preservation and enhancement of them. Members have previously agreed to the Authority carrying out the phased reappraisal of our Conservation Areas.
- 1.2. Conservation Areas are considered designated heritage assets.
- 1.3. The Bungay Conservation Area sits primarily within East Suffolk Council's area, with the eastern-most part of the Conservation Area within the Broads Authority's Executive Area (this covers part of Bridge Street, Staithe Road, The Maltings and Trinity Gardens). As such, East Suffolk Council took the lead in re-appraising the Conservation Area. The Broads Authority has been consulted as part of this process.
- 1.4. The Conservation Area at Bungay was first designated in 1970 and amended in 1981, 1997 and 2007.
- 1.5. As part of the review process, East Suffolk Council officers considered whether boundary changes were required and some amendments to the boundary have been made but these do not affect the part of the Conservation Area in the Broads Authority Executive Area. The Bungay Conservation Area boundary is attached as Appendix 1.

- 1.6. Appendix 4 of the Bungay Conservation Area Appraisal identifies 'Structures that make a Positive Contribution to the Conservation Area'. These are both designated listed structures and scheduled ancient monuments as well as unlisted buildings that are considered locally identified heritage assets. Some of these are within the Broads Authority Executive Area. It is not proposed that East Suffolk Council or the Broads Authority will formally adopt any of these as Locally Listed buildings at this stage, but those within in the Authority's area will be plotted on the GIS and their status as locally identified heritage assets would be considered as part of any planning applications.

2. The consultation process

- 2.1. East Suffolk Council carried out public consultation on the draft document between 24 September and 5 November 2021. Letters were sent to all properties within the Conservation Area and the proposed extensions.
- 2.2. Other consultees such as Bungay Town Council and ward members for East Suffolk Council were also invited to comment, along with other consultees.
- 2.3. A total of 33 responses were received and a summary of responses is attached as Appendix 2. Minor amendments to the text were made in response to the comments received, as well as formatting of the documents and maps for clarity and ease of reading.

3. Financial implications

- 3.1. There are no additional financial implications for the Broads Authority.

4. Implications of adoption

- 4.1. The re-appraisal of the Conservation Area is a piece of work that needed to be completed. It is beneficial to the Broads Authority that East Suffolk Council has carried out this piece of work and the Authority has not had to devote resources to it.
- 4.2. The assessment and document have been completed to a high standard and its adoption by the Broads Authority for those areas within its remit will ensure that the Local Planning Authority, building owners and others with an interest in the built environment can make use of this resource when developing proposals within the Conservation Area or assessing planning applications.

5. Conclusion

- 5.1. The Bungay Conservation Area is one of 25 Conservation Areas either wholly or partly within the Broads Authority Executive Area. The Conservation Areas are designated heritage assets.
- 5.2. The Broads Authority has a statutory duty to consider which are worthy of designation as Conservation Areas, to designate these and to publish up-to-date

appraisals and management proposals, where appropriate in conjunction with neighbouring authorities.

- 5.3. It is proposed that the appraisal and management proposals for the Bungay Conservation Area, for that part of the area within the Broads Authority's Executive area, is formally adopted by the Broads Authority.

Author: Kate Knights

Date of report: 04 February 2022

[Broads Plan](#) objectives: 5.2

Appendix 1 – Plan of Bungay Conservation Area Boundary

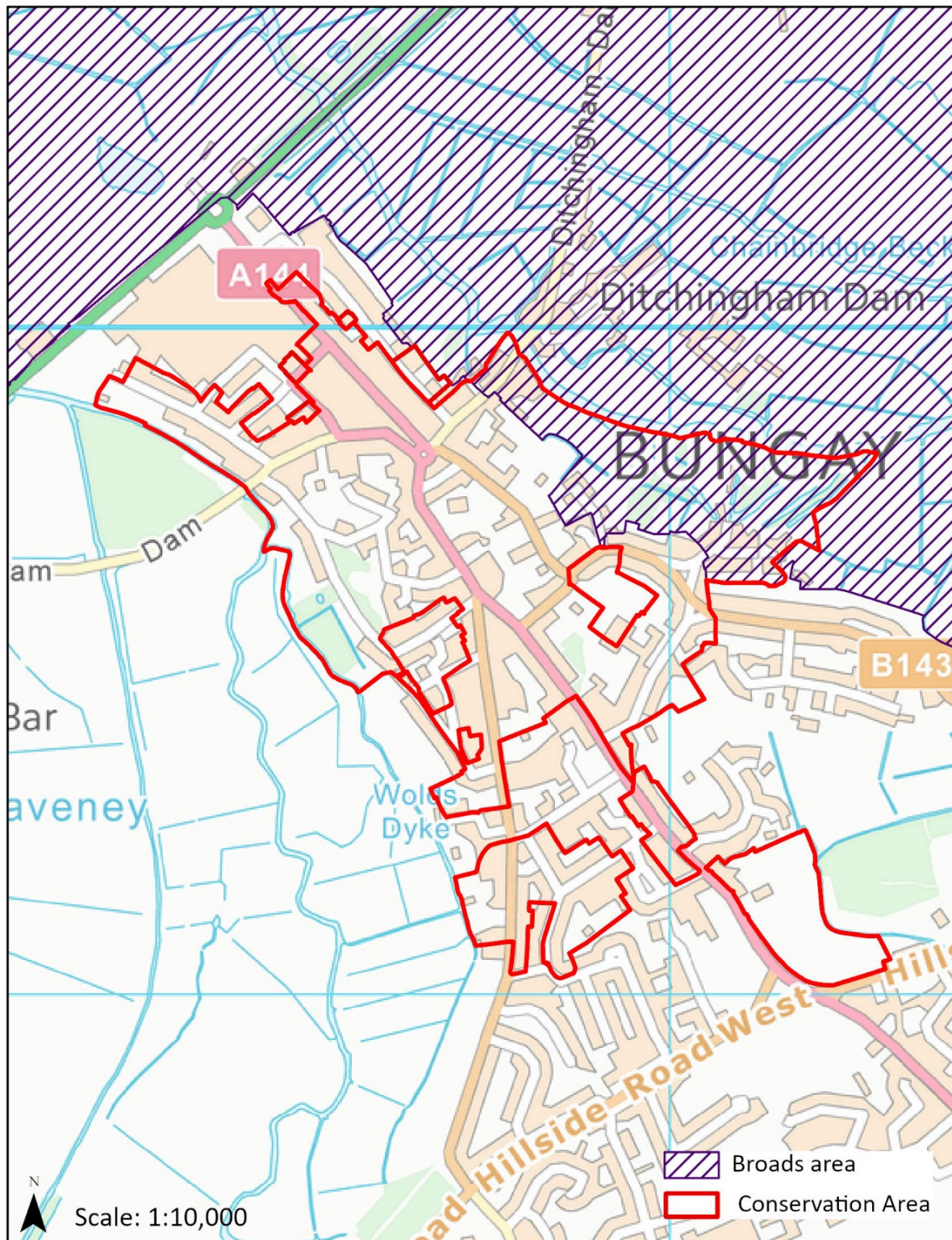
Appendix 2 – Summary of Consultation Responses

Appendix 3 and 4 are available to view on the Broads Authority website: [Planning Committee - 4 March 2022 \(broads-authority.gov.uk\)](#)

Appendix 3 – Bungay Conservation Area Appraisal and Management Plan

Appendix 4 – Appendix 4 of the Bungay CAA: Structures that Make a positive contribution to the CAA

Appendix 1 - Plan of Bungay Conservation Area Boundary



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Appendix 2 - Summary of consultation responses

Appendix D: Summary of Responses to the Public Consultation/Council Responses/Actions

Bungay CAAMP

Comment ID/Ref	Name	Type of response	Comment	Council Response	Actions
1	Private Individual	Observation	This is fascinating – it is always good to have a virtual tour of our lovely town. However, you have two photographs in the Appendix 4 - Structures that make a positive contribution which are wrongly labelled. They are on page 100. You show two pictures of 15 & 17 Flixton Road, one from circa 1920. The one on the right is actually no. 19. Hopefully you will be able to correct this. We hate what previous owners have done to the windows and would dearly love to have sash windows put back – but funds sadly do not allow.	Noted – Minor text amendment	Amended photographs p.100 of Appendix 4
2	Private Individual	N/A	Requesting new map	New map sent	
3	Private Individual	N/A	Requesting print copy	Printed copy sent	
4	Private Individual	N/A	Requesting new map	New map sent	
5	Private Individual	N/A	Requesting new map	New map sent	
6	Private Individual	N/A	Requesting print copy	Printed copy sent	
7	Private Individual	N/A	Requesting new map	New map sent	
8	Private Individual	N/A	Requesting print copy	Printed copy sent	

Appendix D: Summary of Responses to the Public Consultation/Council Responses/Actions
Bungay CAAMP

9	Private Individual	Support, Observation	I have had a look at the areas you have highlighted and agree they should be included but am puzzled why areas that should be protected like the grounds of the Primary school which I take it are prime development land are left out? Also with the 557 house proposed is there a fund for the damage the construction traffic and 44 tonne hgv's are doing to our Homes? I live in a small terrace house in the conservation area with parking issues and many others outside of your remit, but which you should consider when looking at the houses you can see damage throughout our street and St Marys caused by extensive and now increasing heavy traffic. I think that it is time you help with the conservation by forcing Heavy goods out of the town and by putting a fund together to allow us to replace horrid pebble dash coverings and plastic and none period windows to bring the Ollands back to its former beauty before all of this is pointless. In my uneducated guess with the building and the proposed insane amount of housing Bungay will see anything from a 1000 cars increase to maybe 1500 with the housing plus all the Building lorries that speed and destroy the roads and buildings by taking heavy loads of Building materials JP Pallet lorries being one of the fastest and heavy along with MRCT and Two sisters and the cattle lorries already using this road as a race track day and night.	Support for inclusions noted – Acknowledgement sent	
10	Town Council	N/A	Requesting new map	New maps sent	
11	Private Individual	N/A	Request for information – What are the consequences of being considered a 'positive unlisted building'?	Call-back	
12	Private Individual	Support	I live in Southend Road and am happy with the proposed changes.	Noted – Acknowledgement sent	
13	Private Individual	N/A	Requesting new map	New map sent	
14	Private Individual	Observation	As a resident I have nothing to comment on the area (assuming above) identified. My big gripe is the lack of any	Noted – Acknowledgement sent	

Appendix D: Summary of Responses to the Public Consultation/Council Responses/Actions
Bungay CAAMP

			enforcement of the conditions which are laid down in any planning approval.. development has continued in the town's conservation area in some cases completely ignoring any restrictions or planning requirements whether these have been reported to the council or Broads Authority.. plastic windows .. loft conversions .. other key requirements/stipulations being ignored...		
15	Private Individual	Support	I am a new resident of Bungay, having bought a small cottage in Earsham Street, so do not feel equipped to make too many comments or suggestions. However, having looked through your most comprehensive pages of historical information on the link, I felt I must just say that your ideas to preserve this lovely old town must continue. And as far as my local knowledge allows, your suggestions for the new areas look ideal.	Noted – Acknowledgement sent	
16	Private Individual	Observation	Address on the consultation letter is incorrect	Noted – Acknowledgement sent	Amended address
17	Private Individual	N/A	Request for Information - General Enquiry about how they are affected by living in the Conservation Area.	Call-back	
18	Private Individual	Observation (Minor objection)	The wall lining the backs of the houses on Rose Hall Gardens is significant. It would be a shame if this is removed from the Conservation Area. The wall may be in ownership of the Anglia Water.	Call-back	
19	Private Individual	N/A	Request for information - General Enquiry about how they are affected by living in the Conservation Area.	Call-back	

Appendix D: Summary of Responses to the Public Consultation/Council Responses/Actions
Bungay CAAMP

20	Private Individual	Observation	Firstly, the document mentions a preference for electric vehicle charging points to be installed in car parks rather than at the roadside. I would like to see this statement strengthened so that there is a presumption against any roadside charging points. Bungay is heavily traffic congested and this needs to be alleviated, not worsened. Secondly, there are several mentions of characteristic large houses and large gardens. The character of Bungay changes as pieces of land are given up for development and I would propose a stronger statement in favour of the retention of urban open space, to maintain the character and nature of the area. Furthermore, with such heavy traffic in the town centre I do not believe more housing should be allowed unless and until a road relief system is in place to alleviate traffic pressures.	Noted – Acknowledgement sent	Management Plan Text Reviewed – Minor amendment to text
21	Private Individual	Objection	We are concerned that the reduction of the Conservation Area proposed in Rose Hall Gardens may, in the future, diminish the protection afforded to Rose Hall itself by the Conservation Area. Rose Hall is a rather important building and is listed II*. It would seem to us that there is no important reason for excluding the area of Rose Hall Gardens from the conservation area and, on the contrary it would make more sense to include the whole of Rose Hall Gardens and the small excluded area of Upper Olland Street running alongside Rose Hall and Rose Hall Gardens in the Area.	Objection to exclusion noted – exclusion area reviewed: The low scale and massing of the existing bungalows does allow Rose Hall and this part of the Conservation Area to be experienced with a relationship to the countryside to the west, which is positive.	Area of exclusion removed from proposal
22	Private Individual	Observation	In the description of our property there are two inaccuracies that I wish to address. 1. "Long red brick garden wall with square-section piers to south" If this is the wall that runs from our property south along Nethergate Street towards Bridge Street, it is the wall for No.8 Nethergate Street, not No.18. 2. The medallions on the front door casement are rectangular in profile, not round. I only wish to mention these two points to avoid any confusion if the document is referred to in any planning capacity in the future.	Noted – acknowledgement sent. Errors corrected	Minor text amendment: Corrected errors

Appendix D: Summary of Responses to the Public Consultation/Council Responses/Actions
Bungay CAAMP

23	Broads Authority	Support/ Observation	Thank you for your consultation. I can advise we are supportive of your proposals and the document generally. We are particularly supportive of the character area approach (part of 'the market' and 'the staithe' being in the Broads Executive Area) and pictures (particularly the old photographs and maps) which beautifully and clearly illustrate the area's historic importance. We also support highlighting the Broads Executive Area. The only comment is to highlight a potential error or change in situation from previous, on page 66-67 it says 'smoke house and warehouse buildings now converted for office use.' The smoke house (the building that was formerly a smoke house) is now an ancillary annexe to the main house (named The Smokehouse, 48 Bridge Street) and the warehouse is in commercial/business use (small scale card designing and printers)- neither are offices as stated.	Noted – acknowledgement sent.	Minor text amendment – correction.
24	Private Individual	Objection	I note that it is proposed to exclude Rose Hall Gardens from the conservation area. Please explain why this is and more importantly what affect it will have on the area. Will it for example mean that planning permission will be easier to obtain for alterations to or development of property in the area. I appreciate that Rose Hall Gardens is a comparatively new development but already has a character of its own and that should be maintained/preserved for the future. Thus is exclusion could result in a lack of control over future development then I for one would be totally opposed to it.	Objection to exclusion noted – exclusion area reviewed: The low scale and massing of the existing bungalows does allow Rose Hall and this part of the Conservation Area to be experienced with a relationship to the countryside to the west, which is positive.	Area of exclusion removed from proposal

Appendix D: Summary of Responses to the Public Consultation/Council Responses/Actions
Bungay CAAMP

25	Private Individual	Observation	My property address is currently being shown as being within the conservation area boundary. In a previous communication with Waveney District Council in October of 2011, I explained that my property had been so drastically altered in the past (over 40 years ago) that it no longer had any architectural significance. My explanation was accepted and Waveney District Council agreed. Incidentally, it was also agreed that the adjoining property had similarly been drastically altered. Given the above and that my property is on the edge of the conservation area, please would you consider removing it from the conservation area boundary.	Noted – Removal of property considered: The building still has a traditional form and as a corner group it encloses the streetscene, therefore it contributes to this part of the Conservation Area.	
26	Private Individual	Observation	Access to the Print Works at the bottom of Outney Road is pedestrian access with employees able to enter the car park. There is no access for HGVs as existed in the past. There is a new build on our side of the road and some house numbers have changed. When the old cottage next to our own was demolished it meant that there was no longer a No 11. However those living in No 13 quite recently built a new house in their garden. This is now the new number 13 and the original No 13 has become No 11. I note that the Management Plan recognises the negative impact of heavy traffic and car parking on the settings of key listed buildings. I would hope that the Plan would include the detrimental impact upon the foundations of many of our listed buildings within the conservation area as one of a number of reasons why HGVs are rerouted around the town via Flixton and only have legitimate access if making deliveries.	Noted – Acknowledgement sent	Management Plan Text Reviewed – Minor amendment to text
27	Private Individual	Observation	Request for information on any changes. The redundant CAB office in Chaucer Street is an eyesore.	Noted – Acknowledgement sent	

Appendix D: Summary of Responses to the Public Consultation/Council Responses/Actions
Bungay CAAMP

28	Private Individual	Support/ Observation	<p>I broadly support the management proposals, and the relatively few glimpses of aesthetic judgement such as the abhorrence for brown stain on woodwork (equally, bright white paint at least on older woodwork is also anachronistic and, in my view, inappropriate)</p> <p>Brickwork: although there is frequent mention of the contribution made to the character of the conservation area by the various types of brick in the buildings and many boundary walls, I could not find any reference to the mortar and pointing. The use of thin courses of lime mortar finished nearly flush to the face of the walls is a feature as important as the bricks themselves and should be highlighted both in the description of the materials used and in the management section. Poor repointing using cement mortar or differently finished can be damaging and unsightly, as I am sure the authors of the report are aware. Appendix 4, walled garden, conservatory and gazebo North West of no. 56 Earsham Street: it is worth noting that the wall described extends beyond the northern corner, referred to as the location of a glazed gazebo, and defined by the listed section of wall shown in the map of the Outney Character Area in the main report. There is a further section of wall along the track which then turns a corner westwards on the lane leading to the river. The glazed gazebo no longer exists.</p>	Noted – Acknowledgement sent	<p>Review Management Plan Text – Minor amendment to text</p> <p>Corrected error in Appendix 4</p>
29	Private Individual	Observation	Error in Appendix 4 - 61 Staithe Road: Still has original windows apart from left hand casement. What is the red brick return section? What is meant by 'shared outbuilding'?	Call-back	Corrected errors

Appendix D: Summary of Responses to the Public Consultation/Council Responses/Actions
Bungay CAAMP

30	Private Individual	Observation	1/ considering in your letter regarding trees adding to the conservation area I was surprised to see the two dead trees beside Wharton Street carpark that died have rather than being replaced have been tarmaced over. hardly a good impression or example to set. 2/I have seen pictures of St Johns rd tree lined, all gone. there is room on the verges for small trees which would add character. 3/ Many of the properties within the conservation area now seem to have out of character upvc windows/doors. I don't think many people know they need to be approved. Maybe a letter could be sent out advising people of their obligations. 4/ the heavy volume of lorries and general traffic, which will increase dramatically when the 557 new homes are built detract from the conservation areas value. 5/as many of the old properties have no parking within their boundaries, I was dismayed to find the council had put up the cost of parking at Wharton St carpark so much that the residents no longer use it, which has turned Bungay into one big parking lot. not much to look at!	Noted – Acknowledgement sent	
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Appendix D: Summary of Responses to the Public Consultation/Council Responses/Actions
Bungay CAAMP

31	Private Individual	Objection/ Observation	I note that it is proposed to remove an area to the west of Rose Hall, Upper Olland Street from the conservation area. I wish to object to this proposal. This land stands to the west of Rose Hall, one of the most important listed domestic residences in Bungay. This area should remain in the conservation area as it lends protection in conservation terms to the Rose Hall site. Maintaining this area within the conservation area will also provide some protection against development of this area which may have a visually detrimental impact when viewing Bungay from the western water meadows. In addition I propose that the area immediately to the south of the Rose Hall site should be added to the conservation area. The area I am referring to is the land occupied by 2 properties in Rose Hall Gardens whose gardens back on to Upper Olland Street. My proposal is that the conservation area boundary be extended from the south east corner of the above existing conservation area along the northern edge of the Rose Hall Gardens service road to its boundary with Upper Olland Street. This will extend protection to the Rose Hall site. The maps that you have provided do not include a compass; if you are in any doubt about the areas I am referring to please contact me.	Objection to exclusion noted – exclusion area reviewed: The low scale and massing of the existing bungalows does allow Rose Hall and this part of the Conservation Area to be experienced with a relationship to the countryside to the west, which is positive. The properties to the south of Rose Hall are two-storey late-C20 blocks. Their mass forms a suburban boundary to the grounds of Rose Hall. This area is not considered to contribute to the character and appearance of the conservation area in a way to merit designation.	Area of exclusion removed from proposal
32	Private Individual	Support/ Objection/ Observation	Thank you for sending me a copy of the Bungay Draft Conservation Area Appraisal & Management Plan which I have enjoyed reading. The appraisal is clearly the product of much scholarly research both by the present team and by those who wrote the earlier study. In contrast to the appraisal I was slightly disappointed by the management plan element, but I suppose it reflects the fact that Conservation is in effect part of the development management / control mechanism rather than proactive interventions by the local authorities. However there are parts of the town which have benefitted from public sector improvement investments – notably St Mary's Street,	Noted – Acknowledgement sent.	Area of exclusion removed from proposal

Appendix D: Summary of Responses to the Public Consultation/Council Responses/Actions
Bungay CAAMP

			<p>the Butter cross and the beginning of Earsham Street which were all repaved in about 2012. It is very disappointing to see how much that paving and brickwork has been damaged – not just by HGV's driving through the town but by statutory undertakers who have lifted the paving and failed to restore it. I don't know who has what power under existing law, but it seems to me that those who damage a public asset (such as a pavement or footway) ought to be under an obligation to repair their damage. If the damage is done by a passing truck, in the absence of excellent CCTV coverage it might be difficult to make a case against a particular company. But Statutory Undertakers are under an obligation to consult the Local Highways Authority before (or in the case of urgent work, after they have done it and they should be required to restore it. As to your proposals to include extra or delete some buildings from the Conservation area, I approve of the following inclusions - Bethesda Chapel, Chaucer Street - Chaucer Club, Popson Street - 16 and 18 Nethergate Street. But I don't understand why you are proposing to delete - Rose Cottage & Nr 4 Stone Gardens - 3,4 & 5 Rose Hill Gardens. It seems to me that the justification is that the owners have made so many changes that they are no longer deserving of conservation area "protection" but that surely reflects poor conservation area management. I don't understand your point about the use of brown stain in fences. I fully take your point about the upcoming problem of vehicle recharging points: presumably there is or will be some guidance on this from Central Government. We should learn from the experience of adding not one but three "Wheelie bins" for every household, before we rush into installing re-charging points.</p>	<p>Support for inclusions noted.</p> <p>Objection to exclusion noted – exclusion area reviewed: The low scale and massing of the existing bungalows does allow Rose Hall and this part of the Conservation Area to be experienced with a relationship to the countryside to the west, which is positive.</p>	
33	Suffolk Preservation Society	Support, Observation	<p>The analysis of the character of the area is robust and the production qualities of the document are high. We fully support East Suffolk's rolling programme of review and</p>	<p>Noted – Acknowledgement sent</p>	

Appendix D: Summary of Responses to the Public Consultation/Council Responses/Actions
Bungay CAAMP

			<p>recognise the importance of keeping these documents up to date.</p> <p>However, within the Management Plan we note that there is only a cursory mention of buildings At Risk and no reference to the council's intended course of action to address their deteriorating condition. Some of the identified buildings are at the heart of the conservation area and very prominent, and materially impact upon the character and appearance of the designation. It is therefore surprising that greater emphasis is not placed on the council's response to this issue.</p>	Noted.	<p>Management Plan Text Reviewed – Minor amendment to text</p>
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Planning Committee

04 March 2022

Agenda item number 10

Filby, Rollesby and Winterton Neighbourhood Plans - adoption

Report by Planning Policy Officer

Summary

The Filby, Rollesby and Winterton Neighbourhood Plans (three separate neighbourhood plans) have been examined. The Examiner made some changes to the Plans. The Plans were each subject to referenda on 24 February. The result of the referenda will be reported verbally to this meeting.

Recommendation

If more than 50% voted in favour of the Plans, to recommend to the Broads Authority that the Filby, Rollesby and Winterton Neighbourhood Plans be made/adopted.

1. Introduction

- 1.1. The submission of Filby and Rollesby Neighbourhood Plans was approved by the Broads Authority's Planning Committee in January 2021, and the submission of the Winterton on Sea Neighbourhood Plan was approved in March 2021. This was followed by a statutory consultation period (10 weeks from Friday 2 April to Friday 11 June 2021, for Filby and Rollesby Neighbourhood Plans; and 8 weeks from Friday 21 May to Friday 16 July 2021 for Winterton-on-Sea Neighbourhood Plan). During this period, the Plans and their supporting documents were available to the public and consultation bodies online at [Great Yarmouth Borough Council – neighbourhood planning](#).
- 1.2. During the publication period, representations were received from numerous different organisations/individuals. The representations may be viewed via the following links:
 - <https://www.great-yarmouth.gov.uk/media/6498/FILS1---Representations-on-the-Filby-Neighbourhood-Plan/pdf/FILS1 - Representations at Regulation 16.pdf>
 - <https://www.great-yarmouth.gov.uk/media/6499/ROLS1---Representations-on-the-Rollesby-Neighbourhood-Plan/pdf/ROLS1 - Representations at Regulation 16.pdf>
 - <https://www.great-yarmouth.gov.uk/media/6500/WINS1---Representations-on-the-Winterton-on-sea-Neighbourhood-Plan/pdf/WINS1 - Representations at Regulation 16.pdf>

- 1.3. These representations were submitted, along with the relevant Neighbourhood Plans and supporting information, to the independent Examiner, Ann Skippers. The examinations were conducted via written representations during October/November 2021. The Examiner decided that public hearings would not be required.
- 1.4. Legislation directs that an Examiner considers whether:
 - a) the draft plan meets the [basic conditions of a Neighbourhood Development Plan](#);
 - b) the draft plan complies with the definition of a Neighbourhood Development Plan and the provisions that can be made by such a plan;
 - c) the area for referendum should extend beyond the neighbourhood area; and
 - d) the draft plan is compatible with the Convention rights.

2. The Examiner's Reports

- 2.1. All three reports concluded that, subject to amendments (as set out in the report), the Plan under examination can proceed to referendum. The Examiner also concluded that the area of the referendum does not need to be extended beyond the three Neighbourhood Areas. The changes proposed by the Examiner seem reasonable and are useful. The three reports are here:
 - [Filby Neighbourhood Plan Examiner's Report](#)
 - [Rollesby Neighbourhood Plan Examiner's Report](#)
 - [Winterton Neighbourhood Plan Examiner's Report](#)

3. Referendum

- 3.1. The referenda for the three Neighbourhood Plans was held on 24 February. As this date is after the deadline for this report, the result will be reported verbally. If more than 50% voted in favour of each of the Plans, it will be recommended that the three Neighbourhood Plans for Filby, Rollesby and Winterton be made/adopted by the Broads Authority (March meeting).

4. Next steps

- 4.1. If both the Broads Authority and Great Yarmouth Borough Council make/adopt the three Neighbourhood Plans, they become part of the Development Plan for the area. The policies have the same weight as Local Plan policies when making decisions.

Author: Natalie Beal

Date of report: 04 February 2022

Planning Committee

04 March 2022

Agenda item number 11

Lound with Ashby Herringfleet and Somerleyton Neighbourhood Plan- proceeding to Referendum

Report by Planning Policy Officer

Summary

The Lound with Ashby Herringfleet and Somerleyton Neighbourhood Plan and the representations received on the submitted Plan during the publication stage have been subject to an independent examination by a suitably qualified individual who endorsed the Plan, with some changes, for referendum.

Recommendations

To support the Examiner's report and support the Lound with Ashby Herringfleet and Somerleyton Neighbourhood Plan proceeding to referendum.

1. Introduction

- 1.1. The submitted Lound with Ashby Herringfleet and Somerleyton (Lound area) Neighbourhood Plan Neighbourhood Plan was approved by the Broads Authority at Planning Committee in August 2021. This was followed by a statutory publication period between 1 September and 13 October 2021 in which the Plan and its supporting documents were made available to the public and consultation bodies via:

East Suffolk Council website: [Neighbourhood Plans in the area » East Suffolk Council](#)

- 1.2. During the publication period, representations from 9 different organisations/ individuals were received. The representations can be viewed here:
<https://www.eastsuffolk.gov.uk/assets/Planning/Neighbourhood-Planning/Designated-Neighbourhood-Areas/Lound-Ashby-Herringfleet-and-Somerleyton/Responses-to-Lound-with-Ashby-Herringfleet-and-Somerleyton-Neighbourhood-Plan-Regulation-16.pdf>
- 1.3. These representations were submitted, along with the Neighbourhood Plan and supporting information, to the independent Examiner, Andrew Ashcroft. The examination was conducted via written representations during November, December and January (the Examiner deciding that a public hearing would not be required).
- 1.4. Legislation directs that an Examiner considers whether:

- a) the draft plan meets the ‘basic conditions’¹ of a Neighbourhood Development Plan,
 - b) the draft plan complies with the definition of a Neighbourhood Development Plan and the provisions that can be made by such a plan,
 - c) the area for referendum should extend beyond the neighbourhood area, and
 - d) the draft plan is compatible with the Convention rights.
- 1.5. Planning legislation states that once a local planning authority has been issued with an Examiner’s report, they must consider the recommendations. If the authority is satisfied with the Examiner’s recommendations then any specified modifications should be made before the Plan proceeds to referendum.
- 1.6. If the Broads Authority and East Suffolk Council are satisfied then they will need to publicise their decision (a decision statement) and move to a referendum (should that be what the examiner recommends). If they are not satisfied, then they must refuse the plan proposal and publicise their decision. This decision would be subject to a further six-week consultation, with a possibility of a further independent examination.

2. The Examiner’s report

- 2.1. The [Examiner’s report](#) concludes that, subject to amendments (as set out in the report), the Neighbourhood Plan can proceed to referendum. The Examiner also concluded that the area of the referendum does not need to be extended beyond Lound with Ashby Herringfleet and Somerleyton. The report can be found here: [Lound Ashby Herringfleet and Somerleyton neighbourhood area » East Suffolk Council](#).
- 2.2. Whilst it is disappointing that the Examiner did not take forward our comments² on the Plan, the changes proposed by the Examiner seem reasonable and are useful.
- 2.3. It is therefore recommended that Planning Committee support the Examiner’s report and support the Lound with Ashby Herringfleet and Somerleyton Neighbourhood Plan proceeding to referendum.

3. Next steps

- 3.1. Should the Examiner’s recommendations be met with full approval by East Suffolk Council and the Broads Authority, then a decision statement will then be produced which will be published, along with the Examiner’s report, on the Broads Authority and East Suffolk Council’s website and made available in the other locations. Lound with Ashby Herringfleet and Somerleyton Councils will make the appropriate amendments to the plan as set out in the Examiner’s Report.

¹ <https://www.gov.uk/guidance/neighbourhood-planning--2#basic-conditions-for-neighbourhood-plan-to-referendum>

² https://www.broads-authority.gov.uk/_data/assets/pdf_file/0021/374007/Consultation_Responses_January-2021.pdf

- 3.2. Should the recommendation be to proceed to a referendum, then the next steps will involve East Suffolk Council publishing information and giving at least 28 days' notice of the referendum (not including weekends and Bank Holidays). Again, this information will be made available on the East Suffolk Council and Broads Authority websites and likely made available by Lound with Ashby Herringfleet and Somerleyton Councils.
- 3.3. The referendum is set for 23 June 2022.
- 3.4. If more than half of the people who vote in this referendum vote in favour of the proposal then East Suffolk Council and Broads Authority must adopt/make the Neighbourhood Plan as soon as reasonably practicable, unless it considers that this would breach or be incompatible with any EU obligation or the Human Rights Convention.
- 3.5. This means that, should the referendum result support the Neighbourhood Plan, then the Plan would be subject to East Suffolk Council and the Broads Authority ratification before it is 'made', although the NPPG says that 'A neighbourhood plan comes into force as part of the statutory development plan once it has been approved at referendum'.
- 3.6. Should the local planning authority propose to make a decision that differs from the Examiner's recommendations (and the reason for the difference is wholly or partly as a result of new evidence or a new fact or a different view taken by the authority about a particular fact) then they:
 - 3.6.1. Are required to notify all those identified in the consultation statement about this position and invite representations;
 - 3.6.2. May refer the issue to an independent examination if they think it appropriate.

4. Financial Implications

- 4.1. Officer time in assisting East Suffolk Council with the Neighbourhood Plan process. Referendum and examination costs have been borne by East Suffolk Council.

Author: Natalie Beal

Date of report: 18 February 2022

Planning Committee

04 March 2022

Agenda item number 12

Bungay Neighbourhood Plan REG16- agreeing to consult

Report by Planning Policy Officer

Summary

This report introduces the Bungay Neighbourhood Plan.

Recommendation

To endorse the Bungay Neighbourhood Plan, REG16 version, for consultation.

1. Introduction

- 1.1. The Bungay Neighbourhood Plan is ready for consultation. The Plan says: 'The document builds on and is informed by the National Planning Policy Framework (NPPF), the Waveney Local Plan, and the Local Plan for the Broads, and combined with these it sets out the criteria and conditions for development for the above period, and how projected growth in our town will be delivered. When the plan has been completed and examined, there will be a referendum within Bungay, and the BNDP will come into force and following which assume a statutory role in planning decisions'.
- 1.2. This report seeks agreement for public consultation to go ahead. It should be noted that the Broads Authority is a key stakeholder and is able to comment on the Plan. It is likely that a report with these comments will come to the next Planning Committee for endorsement.

2. Consultation process

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

3. Next steps

- 3.1. Once the consultation ends, comments will be collated and the Parish Council may wish to submit the Plan for assessment. The Parish Council, with the assistance of East

Suffolk Council and the Broads Authority, will choose an Examiner. Examination tends to be by written representations. The Examiner may require changes to the Plan.

- 3.2. As and when the assessment stage is finished, a referendum is required to give local approval to the Plan.

Author: Natalie Beal

Date of report: 09 February 2022

Appendices:

Appendix 1 – submission version of the Neighbourhood Plan

Appendix 2 – evidence base and key issues

Appendix 3 – Habitats Regulations Assessment

Appendix 4 – indicative housing requirement 2021

Appendix 5 – housing needs assessment

Appendix 6 – statement of basic conditions

Appendix 7 – strategic environmental assessment report

Appendix 8 – consultation statement

Appendix 9 – community facilities

Appendix 10 – assessment proforma for each potential site allocation for residential development

Appendix 11 – Waveney retail and leisure needs assessment 2016

The appendices are available to view on the Broads Authority website: [Planning Committee - 4 March 2022 \(broads-authority.gov.uk\)](https://www.broads-authority.gov.uk/planning-committee-4-march-2022)

Planning Committee

04 March 2022

Agenda item number 13

March Issues and Options Bite Size Pieces

Report by Planning Policy Officer

Summary

The review of the Local Plan for the Broads is underway. This report introduces some sections of the emerging draft Issues and Options stage of the Local Plan. This report introduces the Settlement Study.

Recommendation

Members' thoughts and comments on the draft sections are welcomed.

1. Introduction

- 1.1. The review of the Local Plan for the Broads is underway. The first document produced as part of the review of the Local Plan will be an Issues and Options consultation. As well as advertising that we are reviewing the Local Plan this stage identifies some issues and related options and seeks comments. Responses will inform the subsequent stages of the Local Plan.
- 1.2. This report introduces bite size pieces of the Issues and Options. Members will of course be presented with the final draft version of the Issues and Options to endorse it for consultation at a later Planning Committee.
- 1.3. The bite size piece covers the Settlement Study and this is attached as appendices to this report. Members' views on this study are requested.
- 1.4. In terms of the **Settlement Study**, please note that this is a piece of evidence base. This will inform the Development Boundary Topic Paper and the Development Boundary section of the Issues and Options. It is hoped that the Development Boundary elements will come to the next Planning Committee.

Author: Natalie Beal

Date of report: 11 February 2022

Appendix 1 – [Settlement Study](#)

Settlement Study

To support the Local Plan for the Broads review

February 2022

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1. Introduction

We have assessed all the settlements in the Broads Executive Area for their suitability for a development boundary. The first stage of this process is to assess the sustainability of settlements. This exercise will reflect what kind of service and facilities are within or nearby settlements.

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

There are currently four areas in the Broads Executive Area that have Development Boundaries. These are detailed in Policy DM35: Residential development within defined Development Boundaries and are shown on the [adopted policies maps](#). The four areas are:

- A. Horning
- B. Wroxham and Hoveton
- C. Oulton Broad
- D. Thorpe St Andrew

There is currently no Settlement Hierarchy of the settlements in the Broads. Whilst there are some built up areas of the Broads, it is usually the case that the rural part of a Parish is within the Broads Executive Area, with the built up part in the neighbouring Local Planning Authority's area.

2. Methodology

The County Parishes in the Broads are well known. The settlements in each County Parish of the Broads Executive Area were then determined using GIS mapping. These settlements were then assessed, again using GIS, to ascertain the scale of development in the Broads part of the settlement or built up area.

The settlements with a significant built up area in the Broads were then taken forward to be assessed as per the scoring mechanism set out later in this document to determine the potential suitability of a settlement for a development boundary.

The full list of settlements and parishes can be found at [Appendix A](#). Please note that not all these settlements are in the Broads Executive Area, but they are within parishes which have part of the Broads in them and we acknowledge that some of these settlements are extremely small.

For smaller settlements (villages and hamlets) 'significant' was judged to be either all or a large proportion of the built up area of the settlement in the Broads. For larger settlements (larger villages, towns and Norwich), if there were around five or more buildings of that larger settlement in the Broads, that settlement was assessed.

Following this initial sieve, Broads Authority Officers used a desk-based/internet approach to rate the services in the vicinity of the settlement against the scoring mechanism as set out at [Appendix B](#). It is important to note that it did not matter if the services were outside of the Broads Authority Executive Area.

The draft table was then shared with the County Parishes (November and December 2021) who were asked to confirm or suggest amendments to the assessment. Their local knowledge also provided extra information.

Data was collected through a desk-based assessment using local knowledge as well as using the internet and checked with parish and town councils. Data was collected in 2021.

3. Scoring Criteria

The scoring criteria are shown in the following table. The scoring mechanism is shown at [Appendix B](#) with further explanation in [Appendix C](#).

It should be noted that not all of these facilities or services are considered as key/core services. But they are included, as together they make up a successful place and they are important to communities. Key/core services, as defined in the HELAA methodology¹ are as follows:

- A primary school
- A secondary school
- A local healthcare service (doctors' surgery)
- Retail and service provision for day to day needs (district/local shopping centre, village shop)
- Local employment opportunities (principally existing employment sites, but designated or proposed employment area in a local plan will also be considered)
- A peak-time public transport service to/from a higher order settlement (peak time for the purposes of this criterion will be 7-9am and 4-6pm)

¹ Norfolk HELAA, 2016: https://www.broads-authority.gov.uk/_data/assets/pdf_file/0025/253294/EB47-Norfolk-HELAA-Methodology.pdf

Theme	Indicator	Detail
Current Employment Provision	Employment Opportunities	Employment opportunities include areas safeguarded as local employment areas in neighbouring local plans/Local Plan for the Broads. Principally existing employment sites, but designated or proposed employment area in a local plan will also be considered. The availability of employment within close proximity to homes can reduce the need to travel.
	Seasonal employment opportunities	Such as hospitality, large areas of holiday accommodation and boatyards.
Educational Facilities	Further Education College	Access to further education is important for young people and in many cases may also provide educational/leisure facilities for the wider community. Further education in this instance is up to sixth form at a school or a college. School transport provision is a consideration.
	Secondary School	Access to a secondary school is essential for young people and in many cases they provide facilities for the wider community. This is for up to GCSE level. School transport provision is a consideration.
	Primary School	Access to a primary school is essential for families with young children and they play an important role in many communities
	Early Years Nursery	Early years nurseries are important for childcare provision and child development. All nurseries have been considered in this study.
Healthcare Facilities	Doctor's Surgery	Doctor's surgeries are important healthcare facilities. The presence of them in a settlement is especially useful for less mobile people as well as the elderly and infirm.
	Dentist	Dental surgeries are important for general healthcare. Any dentists have been considered in this study.
	Pharmacy	Pharmacies are useful facilities for health care. The presence of them in a settlement is especially useful for less mobile people.
Retail/Shopping Facilities	Supermarket	A supermarket is a larger form of convenience store. Supermarkets offer a wide variety of food and household merchandise and are important to help meet the wider shopping needs of the local community. This category refers to larger supermarkets such as Sainsbury's and Tesco.

Theme	Indicator	Detail
	Everyday Shops	Everyday shops such as butchers, bakers, greengrocers and newsagents are important to help meet the day-to-day shopping needs of the local community. To be included in the assessment, shops will be open year round. Local Convenience shops such as Budgens, Coop, Nisa etc are classed as every day shops for the purpose of this exercise. Petrol stations with a shop are also included. A village shop selling essentials is also included.
	Post Office	Post Offices are valuable community facilities that allow access to a number of financial and communication services.
	Bank or Cash Point	Banks and cash points are useful for day-to-day banking needs including cash withdrawals.
Community Facilities	Community Hall	Community/village halls are important community facilities, often providing a base for local organisations and community events
	Library (inc. Mobile Service)	Public libraries provide information resources for everyday use and support formal and informal education and lifelong learning.
	Place of Worship	Places of worship contribute to a sense of community and often provide a base for local organisations and community events.
	Public House	Aside from serving food and drink, pubs provide a meeting place for people and can contribute to a sense of community.
Leisure Facilities	Leisure Centre	Leisure centres are valuable facilities for health, fitness and social purposes.
	Open space, such as playing fields and parks (formal/informal sports pitches)	Open spaces are important to encourage outdoor sports and recreation and general health and wellbeing. They also often provide a home for local sports teams. Those open spaces identified and protected in Local and Neighbourhood Plans will be of relevance, as well as local knowledge.
	Equipped play area	Children's play areas are valuable for the physical development of young people. Those play areas identified and protected in Local and Neighbourhood Plans will be of relevance, as well as local knowledge.
Public Transport Services	Bus service to nearest higher order settlement	Higher order settlements tend to host facilities and services which the smaller order settlements do not. Bus services to these higher order settlements provide an alternative to single occupancy car use.

Theme	Indicator	Detail
	Train service to nearest higher order settlement	Higher order settlements tend to host facilities and services which the smaller order settlements do not. Not all settlements have a train station and those that do have varied frequency of services to various places. Trains offer an alternative to single occupancy car use.
	Community Transport Scheme	Even the most rural area can be served by a Community Transport Scheme which are beneficial to their residents and provide an alternative to single occupancy car use.
Using the water	Free/private moorings	Access to/from settlements and facilities by water allows an alternative to road travel.
	Directly on a navigable waterway	These water based indicators also bring tourists to an area to spend money in shops and pubs which could assist in their viability and presence to serve the rest of the community.
	Water-side services	Such services (toilets, showers, water, fuel, litter disposal and sewerage disposal) can bring tourists to an area as explained above, but can also make an area suitable for residential moorings.

4. Conclusion

The following table shows the settlements that were assessed, what district they are in and the place in the Settlement Hierarchy. It is a summary of the findings of the study. More detail can be found at [Appendix D](#).

Settlement	District/Borough	Place in District's Settlement Hierarchy.	Total
Norwich City	Norwich	City	66
Great Yarmouth	Great Yarmouth Borough	Main town	66
Beccles	Waveney	Market Town	64
Thorpe St Andrew	Broadland	Fringe Parish	62
Loddon	South Norfolk	Key Service Centre	61
Oulton Broad	Waveney	Main Town	58
Hoveton	North Norfolk	Small Growth Town	58
Brundall	Broadland	Key Service Centre	56
Bungay	Waveney	Service Centre	53
Wroxham	Broadland	Key Service Centre	46
Trowse with Newton	South Norfolk	Fringe Parish	46
Coltishall	Broadland	Village cluster	45
Reedham	Broadland	Village cluster	44

Settlement	District/Borough	Place in District's Settlement Hierarchy.	Total
Ditchingham Dam	Waveney	Open Countryside	44
Ditchingham	South Norfolk	Village cluster	44
Chedgrave	South Norfolk	Key Service Centre	44
Horning	North Norfolk	Small growth village	43
Stalham Staithe	North Norfolk	Small Growth Town	39
Ludham	North Norfolk	Large Growth Villages	39
Cantley	Broadland	Village cluster	38
Filby	Great Yarmouth	Secondary Village	34
Burgh Castle	Great Yarmouth	Secondary Village	30
West Caister	Great Yarmouth Borough	Tertiary Village	29
Smallburgh	North Norfolk	Countryside	29
Dilham	North Norfolk	Countryside	28
St Olaves	Great Yarmouth	Secondary Village	27
Somerton (West)	Great Yarmouth	Tertiary Village	27
Neatishead	North Norfolk	Countryside	26
Thimble Hill (near Dilham)	North Norfolk	Countryside	25
Runham (near stokesby)	Great Yarmouth	Tertiary Village	24
Burgh St Peter	South Norfolk	Village cluster	24
Wayford Bridge	North Norfolk	Countryside	21
Upper Street	North Norfolk	Countryside	21
Stokesby	Great Yarmouth	Tertiary Village	21
Repps	Great Yarmouth	Secondary Village	21
Haddiscoe	South Norfolk	Village cluster	21
Ranworth	Broadland	Village cluster	20
Ellingham	South Norfolk	Village cluster	18
Bramerton Common	South Norfolk	Village cluster	18
Wickhampton	Broadland	Village cluster	17
Johnson Street (near Ludham)	North Norfolk	Countryside	16
Belagh	Broadland	Village cluster	15
Thurne	Great Yarmouth	Tertiary Village	13
Limpenhoe (and Southwood)	Broadland	Village cluster	9
Irstead	North Norfolk	Countryside	7
Tunstall	Broadland	Village cluster	4
Dockney (near Geldeston)	South Norfolk	Village cluster	2
Nogdam End	South Norfolk	Village cluster	1

Settlement	District/Borough	Place in District's Settlement Hierarchy.	Total
Dunburgh (near Geldeston)	South Norfolk	Countryside	1

Notes:

- Norwich: There are regular busses and trains out of Norwich, but for most services and facilities, Norwich itself is the higher order settlement.
- Great Yarmouth: There are regular busses and trains out of Great Yarmouth, but for most services and facilities, Great Yarmouth itself is the higher order settlement.
- Beccles: Scores 2 for sports facilities as the facilities at the School are only available out of school times.
- Hoveton: the library is in Wroxham.
- Wroxham: Slightly lower score for Wroxham than Hoveton for education as the schools are in Hoveton. Wroxham PC keen to emphasise that Wroxham is a different settlement.
- Chedgrave: To be consistent, Chedgrave has been considered as a separate settlement to Loddon.
- West Caister: To be consistent, West Caister is considered as a separate settlement to Caister on Sea. They are linked by a footbridge over the main road that separates them.
- Stalham Staithe: To be consistent, Stalham Staithe is considered as a separate settlement to Stalham. They are linked by a pedestrian refuge in the main road that separates them.

Appendix A: Settlements in the Broads/in the Parishes of the Broads

Parish/Town Council	Settlement	District	Neighbouring LPA Category	'Significant' Built up Area in the Broads?	To be assessed?
Acle PC	Acle	Broadland	Key Service Centre	No	No
Aldeby PC	Aldeby	South Norfolk	Other Village	No	No
Ashby with Oby PC	Ashby and Oby	Great Yarmouth Borough	Tertiary Village	No	No
Barnby PC	Barnby	East Suffolk	Larger Village	No	No
Barsham and Shipmeadow PC	Barsham	East Suffolk	Rural areas	No	No
Barton Turf and Irstead PC	Barton Turf	North Norfolk	Countryside	Boatyard so no	No
Repps with Bastwick PC	Bastwick	Great Yarmouth Borough	Secondary Village	No	No
Beccles Town Council	Beccles	East Suffolk	Market Town	Yes	Yes
Beighton PC	Beighton	Broadland	Countryside	No	No
Belaugh PC	Belaugh	Broadland	Village cluster	Yes	Yes
Belton with Browston PC	Belton	Great Yarmouth Borough	Primary Village	No	No
Fleggburgh PC	Billockby	Great Yarmouth Borough	Tertiary Village	No	No
Blundeston and Flixton PC	Blundeston	East Suffolk	Larger Village	No	No
Bradwell PC	Bradwell	Great Yarmouth Borough	Key Service Centre	No	No
Bramerton PC	Bramerton Common (near Bramerton)	South Norfolk	Village cluster	Yes	Yes
Broome PC	Broome	South Norfolk	Service Village	No	No
Broome PC	Broome Street	South Norfolk	Countryside	No	No
Belton with Browston PC	Browston Green	Great Yarmouth Borough	Tertiary Village	No	No
Brumstead PC	Brumstead Grange	North Norfolk	Countryside	No	No
Brundall PC	Brundall	Broadland	Key Service Centre	Yes	Yes
Bungay Town Council	Bungay	East Suffolk	Service Centre	Yes	Yes
Burgh Castle PC	Burgh Castle	Great Yarmouth Borough	Secondary Village	Yes	Yes
Burgh St Peter and Wheatacre PC	Burgh St Peter	South Norfolk	Village cluster	Yes	Yes
Neatishead PC	Butcher's Common	North Norfolk	Countryside	No	No
Ingham PC	Calthorpe Street	North Norfolk	Countryside	No	No
Neatishead PC	Cangate	North Norfolk	Countryside	No	No
Cantley PC	Cantley	Broadland	Village cluster	Sugarbeet factory, but also around 5 or so houses	Yes
Upton with Fishley PC	Cargate Green	Broadland	Countryside	No	No
Carleton St Peter PC	Carleton St Peter	South Norfolk	Countryside	No	No
Carlton Colville PC	Carlton Colville	East Suffolk	Main Town	No	No
Catfield PC	Catfield	North Norfolk	Service Village	No	No
Smallburgh PC	Cat's Common	North Norfolk	Countryside	No	No
Chedgrave PC	Chedgrave	South Norfolk	Key Service Centre	Yes	Yes
Claxton PC	Claxton	South Norfolk	Other Village	No (farm buildings)	No
Coltishall PC	Coltishall	Broadland	Village cluster	Yes	Yes
Crostwick Parish Council	Crostwick	Broadland	Countryside	No	No
Honing and Crostwight PC	Crostwight	North Norfolk	Countryside	No	No
Acle PC	Damgate	Broadland	Countryside	No	No
Dilham PC	Dilham	North Norfolk	Countryside	Yes	Yes
Ditchingham PC	Ditchingham	South Norfolk	Village cluster	Yes	Yes
Bungay Town Council	Ditchingham Dam	East Suffolk	Open Countryside	Yes	Yes
Geldeston PC	Dockeney (near Geldeston)	South Norfolk	Village cluster	Yes	Yes

Parish/Town Council	Settlement	District	Neighbouring LPA Category	'Significant' Built up Area in the Broads?	To be assessed?
Geldeston PC	Dunburgh (near Geldeston)	South Norfolk	Village cluster	Yes	Yes
Earsham PC	Earsham	South Norfolk	Service Village	No	No
East Ruston PC	East Ruston	North Norfolk	Countryside	No	No
Somerton West/East PC	East Somerton	Great Yarmouth Borough	Tertiary Village	No	No
Ellingham and Kirby Cane PC	Ellingham	South Norfolk	Village cluster	Yes	Yes
Filby PC	Filby	Great Yarmouth Borough	Secondary Village	Yes	Yes
Upton with Fishley PC	Fishley	Broadland	Countryside	Some buildings associated with Fishley Hall	No
Fleggburgh PC	Fleggburgh	Great Yarmouth Borough	Secondary Village	Some buildings such as farms, but no.	No
Blundeston and Flixton PC	Flixton	East Suffolk	Rural area	No	No
Freethorpe PC	Freethorpe	Broadland	Service Village	No	No
Fritton and St Olaves PC	Fritton	Great Yarmouth Borough	Secondary Village	No	No
Geldeston PC	Geldeston	South Norfolk	Service Village	No	No
Gillingham PC	Gillingham	South Norfolk	Service Village	No	No
Great Yarmouth	Great Yarmouth	Great Yarmouth Borough	Main Town	Yes	Yes
Haddiscoe and Toft Monks PC	Haddiscoe	South Norfolk	Village cluster	Yes	Yes
Halvergate PC	Halvergate	Broadland	Countryside	No	No
Hales and Heckingham PC	Heckingham	South Norfolk	Service village/Countryside	No	No
Rockland St Mary with Hellington PC	Hellington	South Norfolk	Countryside	No	No
Hemsby PC	Hemsby	Great Yarmouth Borough	Primary Village	No	No
Ashby, Herringfleet and Somerleyton PC	Herringfleet	East Suffolk	Rural area	No	No
Hickling PC	Hickling	North Norfolk	Countryside	No	No
Hickling PC	Hickling Green	North Norfolk	Countryside	No	No
Hickling PC	Hickling Heath	North Norfolk	Countryside	No	No
Hickling PC	Hill Common	North Norfolk	Countryside	No	No
Honing and Crostwight PC	Honing	North Norfolk	Countryside	No	No
Horning PC	Horning	North Norfolk	Service Village	Yes	Yes
Horsey PC	Horsey	North Norfolk	Countryside	No	No
Horstead with Stanninghall PC	Horstead	Broadland	Service Village	No	No
Hoveton PC	Hoveton	North Norfolk	Secondary Settlement	Yes	Yes
Ingham PC	Ingham	North Norfolk	Countryside	No	No
Ingham PC	Ingham Corner	North Norfolk	Countryside	No	No
Barton Turf and Irstead PC	Irstead	North Norfolk	Countryside	Yes	Yes
Ludham PC	Johnson Street (near Ludham)	North Norfolk	Countryside	Yes	Yes
Kirby Bedon PC	Kirby Bedon	South Norfolk	Countryside	No	No
Ellingham and Kirby Cane PC	Kirby Cane	South Norfolk	Service Village	No	No
Langley with Hardley PC	Langley Green	South Norfolk	Countryside	No (residential on side of road not in the Broads)	No
Langley with Hardley PC	Langley Street	South Norfolk	Other Village	No (residential on side of road not in the Broads)	No
Cantley PC	Limpenhoe	Broadland	Countryside	Yes	Yes
Cantley PC	Limpenhoe Hill (near Reedham)	Broadland	Village cluster	A few buildings, but could be the farm.	Yes
Loddon PC	Loddon	South Norfolk	Key Service Centre	Yes	Yes
Thurlton PC	Lower Thurlton	South Norfolk	Countryside	No	No
Ludham PC	Ludham	North Norfolk	Service Village	Yes	Yes
Martham PC	Martham	Great Yarmouth Borough	Primary Village	No	No
Mettingham PC	Mettingham	East Suffolk	Rural area	No	No

Parish/Town Council	Settlement	District	Neighbouring LPA Category	'Significant' Built up Area in the Broads?	To be assessed?
Bighton PC	Moulton St Mary	Broadland	Countryside	No	No
Neatishead PC	Neatishead	North Norfolk	Countryside	Yes	Yes
Norton Subcourse PC	Nogdam End	South Norfolk	Countryside	Yes	Yes
North Cove PC	North Cove	East Suffolk	Larger Village	No	No
Norton Subcourse PC	Norton Subcourse	South Norfolk	Service Village	No	No
Norwich City	Norwich City	Norwich	City	Utilities Site, but not built out yet. Cremorne Lane.	Yes
Ormesby St Michael PC	Ormesby St Michael	Great Yarmouth Borough	Secondary Village	Mostly the waterworks, so no	No
Oulton PC	Oulton	East Suffolk	Main Town	No	No
Oulton Broad Town Council	Oulton Broad	East Suffolk	Main Town	Yes	Yes
Woodbastwick PC	Panxworth	Broadland	Countryside	No	No
South Walsham PC	Pilson Green	Broadland	Countryside	No, although some buildings off Fleet Lane	No
Postwick with Witton PC	Postwick	Broadland	Countryside	No	No
Potter Heigham PC	Potter Heigham	North Norfolk	Countryside	No (boatyards, chalets and retail only)	No
Woodbastwick PC	Ranworth	Broadland	Village cluster	Yes	Yes
Reedham PC	Reedham	Broadland	Village cluster	Some development on the periphery of the village.	Yes
Repps with Bastwick PC	Repps	Great Yarmouth Borough	Secondary Village	Yes	Yes
Rockland St Mary with Hellington PC	Rockland St Mary	South Norfolk	Service Village	No	No
Rollesby PC	Rollesby	Great Yarmouth Borough	Secondary Village	No	No
Mautby and Runham PC	Runham (near Stokesby)	Great Yarmouth Borough	Tertiary Village	Yes	Yes
Salhouse PC	Salhouse	Broadland	Service Village	No	No
Sea Palling and Waxham PC	Sea Palling	North Norfolk	Countryside	No	No
Catfield PC	Sharp Street	North Norfolk	Countryside	No	No
Barsham and Shipmeadow PC	Shipmeadow	East Suffolk	Rural area	No	No
Smallburgh PC	Smallburgh (near Dilham)	North Norfolk	Countryside	Yes	Yes
Ashby, Herringfleet and Somerleyton PC	Somerleyton	East Suffolk	Larger village	No	No
Somerton West/East PC	Somerton (West)	Great Yarmouth Borough	Tertiary Village	Yes	Yes
South Walsham PC	South Walsham	Broadland	Service Village	No	No
Cantley PC	Southwood	Broadland	Countryside	No	No
Fritton and St Olaves PC	St Olaves	Great Yarmouth Borough	Secondary Village	Yes	Yes
Stalham Town Council	Stalham Green	North Norfolk	Countryside	No	No
Stalham Town Council	Stalham Staithe	North Norfolk	Secondary Settlement	Yes	Yes
Stokesby with Herringby PC	Stokesby	Great Yarmouth Borough	Tertiary Village	Yes	Yes
Strumpshaw PC	Strumpshaw	Broadland	Other Village	No	No
Surlingham PC	Surlingham	South Norfolk	Service Village	No	No
Sutton PC	Sutton	North Norfolk	Countryside	Sutton Staithe Hotel, no	No
Smallburgh PC	Thimble Hill (near Dilham)	North Norfolk	Countryside	Yes	Yes
Thorpe St Andrew PC	Thorpe St Andrew	Broadland	Fringe Parish	Yes	Yes
Neatishead PC	Threehammer Common	North Norfolk	Countryside	No	No
Mautby and Runham PC	Thrigby	Great Yarmouth Borough	Countryside	No	No
Thurlton PC	Thurlton	South Norfolk	Service Village	No	No
Thurne PC	Thurne	Great Yarmouth Borough	Tertiary Village	Yes	Yes
Trowse with Newton PC	Trowse with Newton	South Norfolk	Fringe Parish	Yes	Yes
Halvergate PC	Tunstall	Broadland	Village cluster	Yes	Yes
Horning PC	Upper Street	North Norfolk	Countryside	No	No

Parish/Town Council	Settlement	District	Neighbouring LPA Category	'Significant' Built up Area in the Broads?	To be assessed?
Hoveton PC	Upper Street (near Bewilderwood)	North Norfolk	Countryside	Yes	Yes
Upton with Fishley PC	Upton	Broadland	Countryside	A few buildings, but not significant.	No
Sea Palling and Waxham PC	Waxham	North Norfolk	Countryside	No	No
Stalham Town Council	Wayford Bridge	North Norfolk	Countryside	Yes	Yes
West Caister PC	West Caister	Great Yarmouth Borough	Tertiary Village	Yes	Yes
West Caister PC	West End	Great Yarmouth Borough	Countryside	No (mainly caravan site)	No
Burgh St Peter and Wheatacre PC	Wheatacre	South Norfolk	Other Village/Countryside	No	No
Freethorpe PC	Wickhampton	Broadland	Village cluster	Yes	Yes
Winterton-on-Sea PC	Winterton on Sea	Great Yarmouth Borough	Primary Village	No	No
Postwick with Witton PC	Witton	Broadland	Countryside	No	No
Catfield PC	Wood Street	North Norfolk	Countryside	No	No
Woodbastwick PC	Woodbastick	Broadland	Countryside	No	No
Neatishead PC	Workhouse Common	North Norfolk	Countryside	No	No
Worlingham PC	Worlingham	East Suffolk	Market Town	No	No
Wroxham PC	Wroxham	Broadland	Key Service Centre	Yes	Yes

Appendix B: Settlement Scoring Mechanism

It is important to note the following:

- When considering if the service is within a walkable distance from the settlement, the actual route is considered – in particular, is there a surfaced footway for the entire route or not. So a service may well be within walking distance of a settlement, but may not have a suitably surface route that can be used all year round.

Theme	Indicator	Detail	Score
Current Employment Provision	Employment Opportunities	Within settlement	3
		Within a walkable distance from the settlement	2
		Easily accessed by public transport from the settlement	1
	Seasonal 'visitor economy' employment opportunities (note that the maximum score is 2 because this employment opportunity is not all year round)	Within settlement Within a walkable distance or easily accessed by public transport from the settlement	2 1
Educational Facilities	Further education	Within a settlement	3
		Within a walkable distance from the settlement	2
		Easily access by public transport from the settlement	1
	Secondary School	Within settlement Within a walkable distance from the settlement Easily accessed by public transport from the settlement	3 2 1
Healthcare Facilities	Primary School	Within settlement Within a walkable distance from the settlement	3 2
	Early Years Nursery	Within settlement	3
		Within a walkable distance from the settlement	2
Healthcare Facilities	Doctor's Surgery	Within a settlement	3
		Within a walkable distance from the settlement	2
		Easily access by public transport from the settlement	1
	Dentist (note that the maximum score is 2 as a doctors is considered more of a key service than dentist)	Within settlement Within a walkable distance or easily accessed by public transport from the settlement	2 1
Retail/Shopping Facilities	Pharmacy (note that the maximum score is 2 as a doctors is considered more of a key service than a pharmacy)	Within settlement Within a walkable distance or easily accessed by public transport from the settlement	2 1
	Supermarket	2 or more in settlement	4
		1 in settlement	3
		Within a walkable distance	2
		Easily accessed by public transport	1
Retail/Shopping Facilities	Every day shops	3 or more in settlement	4
		2 in settlement	3
		1 in settlement	2
		Within a walkable distance from the settlement	1
Retail/Shopping Facilities	Post Office (note that the maximum score is 2 as a shop selling essentials/supermarket is more of a key service than a Post Office)	Within settlement Within a walkable distance or easily accessed by public transport from the settlement	2 1
	Bank or cash point (note that the maximum score is 2 as a shop selling essentials/supermarket is more of a key service than cashpoint or bank)	Within settlement	2
		Within a walkable distance or easily accessed by public transport from the settlement	1
Community Facilities	Library (libraries have a maximum score of 3 as they offer a variety of things to the community)	Within settlement	3
		Within a walkable distance from the settlement	2
		Settlement is on a mobile library route	1

Theme	Indicator	Detail	Score
	Community Hall (Community Halls have a maximum score of 3 as they offer a variety of things to the community)	Within settlement	3
		Within a walkable distance from the settlement	2
		Easily accessed by public transport	1
	Place of Worship (note that the maximum score is 2 as a library is considered more of a key service than a place of worship)	Within settlement	2
		Within a walkable distance from the settlement	1
	Public House (note that the maximum score is 2 as a library is considered more of a key service than a pub)	Within settlement Within a walkable distance from the settlement	2 1
Leisure Facilities	Leisure/sports Centre	Within settlement	3
		Within a walkable distance	2
		Easily accessed by public transport	1
	Playing field (formal/informal sports pitches)	2 or more in settlement	2
		1 in settlement	1
	Equipped play area	2 or more in settlement 1 in settlement	2 1
Public Transport	Bus service to nearest higher order settlement	For bus services/stops within the settlement only:	3
		• Half hourly, or more frequent, throughout the day including the AM and PM peak (7-10am and 4-7pm)	2
		• Hourly service to a main centre throughout the day including the AM and PM peak (7-10am and 4-7pm)	1
		• Daily service – less than hourly but at least one in the AM and PM peak (7-10am and 4-7pm)	1
	Train service to nearest higher order settlement	Bus services, with peak hour service, that is walking distance from the settlement	1
		If train station within settlement:	3
		• Half hourly, or more frequent, throughout the day including the AM and PM peak (7-10am and 4-7pm)	2
		• Hourly service to a main centre throughout the day including the AM and PM peak (7-10am and 4-7pm)	1
Using the water	Water-side services	• Daily service – less than hourly but at least in the AM and PM peak (7-10am and 4-7pm)	1
		Train station, with peak hour service, that is walking distance from the settlement	1
		Settlement served by a Community Transport Scheme	2
		Potential for nearby service to include a village that is not listed on the website.	1
	Free 24 hour moorings	Within settlement	2
		Within a walkable distance from the settlement	1
	Water-side services	Boatyard with most water-side services within settlement	3
		Boatyard with limited water-side services within settlement	2
		Within a walkable distance from the settlement (most or limited water-side services)	1
		Limited waterside services within settlements	1

Appendix C: Explanations – walking distance and public transport

Transportation Mode	Accessibility Criteria	Justification
Walking	800m/10 minute walk on a surfaced route, able to be used year round, to a primary/nursery school, supermarket/shop selling essentials, employment opportunities and to a doctor's surgery.	During the examination of the Local Plan, the Planning Inspector supported amendments to the residential moorings policy in relation to walking distance – the policy used 800m/10 minute walk and also qualified the quality of the route. As such, that wording is used. The types of facilities also reflect the residential moorings policy and the Housing and Economic Land Availability Assessment Methodology (Norfolk HELAA ² , 2016)
	2 mile walk on a surfaced routes able to be used all year round, to all other services as defined in Appendix B.	Whilst the statutory walking distance is 3 miles for pupils over 8 this study uses 2 miles as an acceptable distance to high schools. For the purposes of this study, it is also considered an acceptable maximum walking distance to other everyday services/ facilities.
Public Transport	45 minute bus journey (door to door) to access employment opportunities, FE college, secondary school/sixth form. Journeys must be during working/school hours (9-5) and must have at least 2 services to arrive before 9am.	These criteria are equal to or below the maximum journey times provided by Norfolk County Council (highway authority); 60 minutes to work or a job centre, 90 minutes to an FE college and 75 minutes to a high school with sixth form. This is door to door and therefore includes walking time.
	30 minute bus journey (door to door) to access a doctor's surgery, supermarket, post office or cash point (and other services listed in Appendix B).	This is door to door and therefore includes walking time.

Regarding public transport:

- It is not only the bus journey itself that is of consideration, but the walk to the bus stop and then from the bus stop to the destination. The Travel Line website has been used to ascertain bus services, length of bus journey as well as length of walk

² https://www.broads-authority.gov.uk/_data/assets/pdf_file/0025/253294/EB47-Norfolk-HELAA-Methodology.pdf

to/from the bus. In order to be considered as 'easily accessible by public transport' a walking time to the bus stop of a maximum of 20 minutes has been used. The same length of time for walking from where passengers alight to the end destination is also assumed. The quality of the route for walking needs consideration – for example, it needs to be a surfaced route that could be used all year round.

- For FE Colleges and Secondary Schools, school transport officers at Suffolk and Norfolk County Councils provided advice as well as Travel Line East Anglia website information.

Regarding walking distance:

- Google maps were used to ascertain actual walking routes, distances and times to and from a destination.
- Google Street View was also used to check if suitable footways existed for the majority of the journey.

Appendix D: Broads Settlement Analysis

Settlement	District/Borough	Place in District's Settlement Hierarchy.	Employment		Education				Health							Community Facilities				Leisure Facilities			Public/Community Transport			Using the Water		Total
			Employment Opportunities	Seasonal 'visitor economy' Employment Opportunities	FE College	Secondary School	Primary School	Early Years Nursery	Doctor's Surgery	Dentist	Pharmacy	Supermarket	Everyday Shops	Post Office	Bank or Cash Point	Community Hall	Library	Place of Worship	Public House	Leisure Centre	Playing Field (formal/informal playing pitches)	Equipped Play Area	Bus Services	Train Service	Community Transport	Moorings	Waterside Services	
Norwich City	Norwich	City	3	2	3	3	3	3	3	2	2	4	4	2	2	3	3	2	2	3	2	2	3	3	2	2	3	66
Great Yarmouth	Great Yarmouth Borough	Main town	3	2	3	3	3	3	3	2	2	4	4	2	2	3	3	2	2	3	2	2	3	3	2	2	3	66
Beccles	Waveney	Market Town	3	2	3	3	3	3	3	2	2	4	4	2	2	3	3	2	2	2	2	2	3	2	2	2	3	64
Thorpe St Andrew	Broadland	Fringe Parish	3	2	3	3	3	3	3	2	2	3	4	2	2	3	3	2	2	2	2	2	3	1	2	2	3	62
Loddon	South Norfolk	Key Service Centre	3	3	1	3	3	3	3	3	3	3	3	2	2	3	3	2	2	3	2	2	3	0	2	2	2	61
Oulton Broad	Waveney	Main Town	3	2	1	1	3	3	3	1	2	2	4	2	2	3	3	2	2	2	2	2	3	3	2	2	3	58
Hoveton	North Norfolk	Small Growth Town	3	2	1	3	3	3	3	2	2	3	2	2	2	3	2	2	2	1	2	2	3	3	2	2	3	58
Brundall	Broadland	Key Service Centre	3	2	1	1	3	3	3	2	2	1	3	2	2	3	3	2	2	1	2	2	3	3	2	2	3	56
Bungay	Waveney	Service Centre	3	1	3	3	3	3	3	2	2	1	4	2	2	3	3	2	2	3	1	2	3	0	2	0	0	53
Wroxham	Broadland	Key Service Centre	3	2	1	2	2	2	1	1	1	2	2	1	1	3	3	2	1	1	2	2	3	1	2	2	3	46
Trowse with Newton	South Norfolk	Fringe Parish	3	2	2	2	3	2	2	2	2	2	2	1	1	3	1	2	2	2	1	1	3	1	2	2	0	46
Coltishall	Broadland	Village cluster	1	2	1	1	3	3	3	1	2	1	2	1	2	3	1	2	2	1	2	1	3	0	2	2	3	45
Reedham	Broadland	Village cluster	1	2	1	1	3	3	3	1	1	1	2	2	2	3	1	2	2	1	1	1	2	3	1	2	2	44
Ditchingham Dam	Waveney	Open Countryside	2	1	2	2	3	3	2	1	1	1	2	2	2	3	2	2	2	2	2	2	3	0	2	0	0	44
Ditchingham	South Norfolk	Village cluster	2	1	2	2	3	3	2	1	1	1	2	2	2	3	2	2	2	2	2	2	3	0	2	0	0	44
Chedgrave	South Norfolk	Key Service Centre	3	2	1	2	2	2	2	1	1	2	2	1	1	3	1	2	2	1	1	2	3	0	2	2	3	44
Horning	North Norfolk	Small growth village	3	2	1	1	3	3	1	1	1	1	3	2	2	3	1	1	2	1	1	1	2	0	2	2	3	43
Stalham Staithes	North Norfolk	Small Growth Town	3	2	1	2	2	2	2	1	1	2	1	1	1	2	2	1	1	2	1	1	1	0	2	2	3	39
Ludham	North Norfolk	Large Growth Villages	1	0	1	1	3	3	3	1	1	1	2	2	2	3	1	2	2	1	1	1	3	0	1	2	1	39
Cantley	Broadland	Village cluster	3	1	0	1	3	3	1	1	1	1	1	1	1	3	2	2	2	1	1	1	2	3	1	2	0	38
Filby	Great Yarmouth	Secondary Village	1	1	1	1	3	2	0	0	0	1	2	2	2	3	1	2	2	3	1	1	2	0	2	0	1	34
Burgh Castle	Great Yarmouth	Secondary Village	1	2	1	1	0	0	1	1	1	1	0	1	1	3	0	2	2	2	1	1	2	0	1	2	3	30
West Caister	Great Yarmouth Borough	Tertiary Village	2	2	1	2	2	2	1	1	1	1	1	1	1	2	2	2	1	1	0	0	1	0	2	0	0	29
Smallburgh	North Norfolk	Countryside	1	1	1	1	0	0	1	1	1	1	0	1	1	3	1	2	2	1	1	1	2	0	2	2	2	29
Dilham	North Norfolk	Countryside	1	1	1	1	0	0	1	1	1	1	0	1	1	3	1	2	2	1	1	0	2	0	2	2	2	28
St Olaves	Great Yarmouth	Secondary Village	3	2	1	1	0	0	1	1	1	1	0	0	1	3	1	0	2	1	1	0	2	0	1	2	2	27
Somerton (West)	Great Yarmouth	Tertiary Village	1	1	1	1	0	0	1	1	1	1	0	1	1	3	1	2	2	0	1	1	2	0	2	2	1	27
Neatishead	North Norfolk	Countryside	0	0	1	1	3	3	0	0	0	0	2	0	0	3	1	2	2	0	1	1	0	0	2	2	2	26
Thimble Hill (near Dilham)	North Norfolk	Countryside	3	3	1	1	0	0	1	1	1	1	0	1	1	0	1	0	0	1	0	0	3	0	2	2	2	25
Runham (near stokesby)	Great Yarmouth	Tertiary Village	1	1	0	1	0	3	1	1	1	1	1	1	1	3	1	2	0	1	0	0	2	0	2	0	0	24
Burgh St Peter	South Norfolk	Village cluster	0	2	0	0	0	0	1	1	1	1	1	2	1	2	1	2	2	1	0	0	1	0	1	2	2	24
Wayford Bridge	North Norfolk	Countryside	1	1	1	1	0	0	1	1	1	1	1	1	1	1	0	0	1	1	0	0	3	0	2	2	0	21
Upper Street	North Norfolk	Countryside	2	2	1	1	0	0	1	1	1	1	1	1	1	1	0	1	1	1	0	0	3	0	1	0	0	21
Stokesby	Great Yarmouth	Tertiary Village	1	1	1	1	0	0	0	0	0	0	0	0	0	3	1	2	2	0	1	1	1	0	2	2	2	21
Repps	Great Yarmouth	Secondary Village	2	1	1	1	0	0	0	0	0	2	1	1	1	3	1	2	1	0	1	1	1	0	1	0	0	21
Haddiscoe	South Norfolk	Village cluster	1	1	1	1	0	0	1	1	1	1	0	1	1	2	1	2	2	1	0	0	2	0	1	0	0	21
Ranworth	Broadland	Village cluster	0	2	0	0	0	0	0	1	1	1	0	1	1	2	1	2	2	0	0	0	1	0	1	2	2	20
Ellingham	South Norfolk	Village cluster	0	0	0	0	3	3	1	0	0	1	0	1	1	0	1	2	0	1	1	1	1	0	1	0	0	18
Bramerton Common	South Norfolk	Village cluster	0	1	0	0	0	0	0	0	0	0	0	0	0	3	1	2	2	0	2	2	0	0	1	2	2	18
Wickhampton	Broadland	Village cluster	0	0	1	1	0	0	1	1	1	1	1	1	1	0	0	1	0	0	0	1	0	0	2	2	2	17
Johnson Street (near Ludham)	North Norfolk	Countryside	1	1	1	1	0	0	1	1	1	1	1	1	1	1	0	0	0	1	0	0	2	0	1	0	0	16
Belauagh	Broadland	Village cluster	1	0	0	1	0	0	1	1	1	1	0	1	1	1	1	0	0	0	0	0	0	0	2	2	1	15
Thurne	Great Yarmouth	Tertiary Village	0	2	0	1	0	0	0	0	0	0	0	0	0	0	1	2	2	0	1	1	0	0	1	1	1	13
Limpenhoe (and Southwood)	Broadland	Village cluster	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	2	0	0	0	1	0	0	2	0	0	9
Irstead	North Norfolk	Countryside	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	2	2	7
Tunstall	Broadland	Village cluster	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	4
Dockney (near Geldeston)	South Norfolk	Village cluster	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
Nogdam End	South Norfolk	Village cluster	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Dunburgh (near Geldeston)	South Norfolk	Countryside	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1

Planning Committee

04 March 2022

Agenda item number 14

Consultation responses – March

Report by Planning Policy Officer

Summary

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

Recommendation

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

1. Introduction

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

Author: Natalie Beal

Date of report: 02 February 2022

Appendix 1 – Water Resources East

Appendix 2 – North Norfolk Local Plan

Appendix 3 – Government consultation - New build developments: delivering gigabit-capable connections

Appendix 1 – Water Resource East

Document: Emerging Water Resources Plan For Eastern England [WRE launches consultation on emerging water resources plan for Eastern England - Water Resources East](#)

Due date: 28 February 2022 – draft response has been sent in.

Status: Emerging

Proposed level: Planning Committee approved

Notes

The Eastern region of the UK is facing a water crisis. It is short of water now and if nothing changes the water shortage will get worse. This is the message coming out of Water Resources East's emerging Water Resources Plan published in January for informal consultation.

[The emerging, adaptive regional plan](#) has been co-created in collaboration with WRE's cross-sector members and stakeholders sending a clear message that water is not an issue which can, or should be, solved by one group of water users alone. It is the first stage of a two-year process that will culminate in a final plan being produced in autumn 2023.

[The emerging plan](#) reveals that by 2050, the Eastern region could require around double (2,267 Ml/d) the amount of water currently used. This arises from an increasing demand for public water supply and for the agri-food and the energy sectors, alongside an increasing allocation to the natural environment, and mitigating and adapting to the effects of climate change.

By far the biggest driver influencing the plan is the need to leave water in the environment (known as sustainability reductions) to restore, protect and enhance the region's sensitive water bodies such as the region's precious chalk rivers and rewetting landscapes such as wetlands and peatlands that naturally act as a carbon sink, capturing millions of tonnes of CO₂.

The consultation launched today, highlights a number of emerging supply side options and alternative sources, together with demand management measures, that will be needed at different time periods to 2050 to help meet these ambitious sustainability reductions and increasing water demand forecasts from across sectors.

The strategic, multi-sector options identified in collaboration with our members and stakeholders, will continue to be explored through 2022, together with local and catchment level members' and stakeholders' demand and supply options, to inform [WRE's draft regional plan](#) published for consultation in autumn 2022.

Proposed response

Page 11 – the Broads Plan is a management plan, not a local plan.

There is reference to 110 l/h/d for residential, which all Norfolk Local Planning Authorities have agreed to include in their local plans, through the Norfolk Strategic Planning

Framework agreement. But there is no mention of BREEAM for non-resi buildings, as that has a water efficiency element.

Other than 110 l/h/d and BREEAM, what do Local Plans need to do?

Given the challenged in the Eastern region, what are WRE's views on the emerging policy for Greater Cambridge which proposes a water use standard of 80 l/h/d (unless demonstrated impracticable)?

The report mentions the WRE adaptive pathways to inform choices as times progresses. It would be helpful to develop and illustrate a clearer adaptive pathway to facilitate engagement and understanding with the different sectors.

The report mentions drawing on catchment plans as a valuable knowledge base, and the catchment partnerships such as the Broadland Catchment Partnership are well placed to help deliver catchment level activities.

The Broadland Catchment Partnership also has good relationships with farmers and land occupiers, and so could help WRE to reach this community, which was mentioned in the report as a community which required greater engagement.

Appendix 2 – North Norfolk District Council

Document: North Norfolk Local Plan www.north-norfolk.gov.uk/localplanconsultation

Due date: 28 February 2022 – draft response has been sent in.

Status: REG19

Proposed level: Planning Committee approved

Notes

This document takes account of the public feedback submitted on the First Draft Local Plan in 2019 and has been updated to reflect changing national planning policy and guidance. This plan emphasises climate change as a key theme and sets the framework to help deliver climate resilient, sustainable development. It introduces new environmental standards to require energy-efficient construction, a net gain in biodiversity, electric vehicle charging points and more.

It should be noted that some typographical errors and queries that are not soundness issues were sent informally to NNDC.

Proposed response

The following comments can be addressed through minor changes to the wording as suggested. Whilst the change is minor, it is important to the Broads and its setting. Following discussions with officers at NNDC, we understand that the approach at this stage is to acknowledge that some changes are required to the Plan and you intend to propose some changes when you submit the plan, and that they will produce a Statement of Common Ground with parties like ourselves which will include their proposed approach to our comments. We support this approach and for that reason, have not raised soundness issues at this stage. That being said, depending on their response to the issues raised below about wind turbines, we may need make soundness representations at a later date.

- **Section 3.2 Renewable & Low Carbon Energy**

Comments

The Fig. 5 blue areas show ‘small to medium scale’ wind development up to the BA boundaries. (It would be helpful if it showed the BA boundary on the key.)

Small to medium is defined as 30-60m in NNDC Landscape Sensitivity Assessment 2021 SPD (LSA SPD): [North Norfolk Landscape Sensitivity Assessment \(north-norfolk.gov.uk\)](http://www.north-norfolk.gov.uk). In [BA Landscape Sensitivity Study](#) (BALSS) Small to medium is defined as 0-50m high, so the NNDC policy could theoretically allow 60m high turbines close to the BA boundary, which would be a concern. BALSS Figure 4.3: Wind Turbine Sensitivity; Medium Turbines (20 - 50m) shows all but 2 Landscape Character Areas (LCAs) (on Norwich fringe) as having High sensitivity. Fig 4.4 Wind Turbine Sensitivity; Large Turbines (50 - 70m) shows all LCAs as having High sensitivity.

Paragraph 3.2.5 refers to the North Norfolk Landscape Sensitivity Assessment SPD. Figure 5.3 of that SPD: Sensitivity to small scale wind turbines – shows many areas in NN along Broads

boundary as only 'moderate' sensitivity. This doesn't seem to acknowledge the setting of the Broads as a consideration.

Paragraph 3.2.6 – this para needs to include reference to the Broads. Please can you amend this part so it refers to the Broads, like other important highly sensitive landscapes in the area?

Para. 3.2.9 *Wind energy development proposals will be supported in principle where it can be demonstrated that the landscape sensitivity for the proposed scale of turbine does not exceed 'Moderate - High'*. Looking at some of the relevant BA landscape sensitivity studies, e.g. for Landscape Character Area (LCA) 27: Ant Valley upstream of Wayford Bridge, LCA 28: Ant Valley downstream of Wayford Bridge, and LCA 30: Upper Thurne Open Marsh, Broads and Fens, there is generally a high overall landscape sensitivity to wind turbine development in these areas. The intervisibility with adjacent areas in North Norfolk means that larger turbines could appear more dominant in relation to the Broads, resulting in high landscape sensitivity. So, NNDC's *Moderate - High'* would seem to allow wind turbine developments which could affect the high landscape sensitivities of adjacent Broads LCAs.

Para 3.2.9 allows for 80m hub/130m tip wind turbines at Coltishall. This is a significant height and raises concern re visibility from Broads areas. The centre of the airfield is on upland about 3km from the nearest Broads boundary at Coltishall. Figure 3.2 of Broads Landscape Sensitivity Study shows a Zone of Theoretical Visibility for Coltishall airfield, with a turbine height of 50m. The map shows how such development would be theoretically visible from large areas of the northern Broads.

Policy CC2, para 1 seems to be a very sweeping statement of support for everything, without any other considerations. For example, impacts on landscape character and the setting of the Broads are not included in this part of the policy. There will probably be other policies in the Local Plan that schemes would also need to address. As written, this seems very permissive with no criteria to consider. Para 2 is more like what one would expect – setting out various criteria to consider and it mentions 'nationally important landscapes'. It is therefore not clear what para 1 actually means? Is it needed considering para 2?

Overall the boundary of the blue area for the policy is somewhat concerning. I'm not sure that NNDC have fully appreciated the potential adverse impacts of turbines on the Broads and their setting in particular. If NNDC looked at their LCAs together along with the BA LCAs, it would seem to suggest either pulling the blue area away from the Broads boundary or introducing a 'buffer zone' along the Broads/NNDC boundary where perhaps a different more stringent policy approach could be applied.

Proposed changes

Figure 5 needs to show the BA boundary.

Figure 5 given all the above, it is suggested to either pull the blue area away from the Broads boundary or introducing a 'buffer zone' along the Broads/NNDC boundary where perhaps a different more stringent policy approach could be applied.

Para 3.2.6 'Careful consideration will also be needed in areas close to high sensitivity landscapes, such as the AONB, **the Broads**, Heritage Coast and Undeveloped Coast and the cumulative impacts of an increasing number of renewable developments within an area.'

Policy CC2, 1: remove para 1 or combine with para 2.

Policy CC2, 2, b: *the special qualities **and character** of all designated nationally important landscapes and heritage assets including their settings*

Relevant part of NPPF

The Broads and the setting of the Broads is protected at NPPF paragraph 176.

- **Paragraph 3.13.8**

Comment

Please also refer to the dark skies of the Broads here.

Relevant part of the NPPF

The Broads and the setting of the Broads is protected at NPPF paragraph 176 and the dark skies are protected at 185 c.

Proposed change

The Norfolk Coast Area of Outstanding Natural Beauty Partnership states as part of its 20 year vision that "the area will still be essentially unspoilt with a strong feeling of remoteness, peace and tranquillity, with wide skylscapes, seascapes and dark night skies that show the richness and detail of constellations." (53) **The Broads Authority also has intrinsically dark skies that are protected through its Local Plan.** External lighting in new development should be limited to that necessary for security and consideration should also be given to ways of minimising light pollution using sensitive design details, for example, to avoid large glazed areas.

- **Policy CC13 1 e**

Comments

The preceding sentence and this bullet read together don't read quite right. 'Proposals will need to comply with statutory environmental quality standards and demonstrate, individually or cumulatively, that the development would not give rise to adverse impacts on [inter alia] light and noise pollution'. It reads now, it says development should not adversely affect light and noise pollution. What I think you mean is that proposals should not give rise to noise and light pollution. But that is not what is written. You need to re-word this as it does not really work as written. Furthermore, given the Broads and AONB have dark skies in North Norfolk, I would have expected more on light pollution than a criteria combined with noise. Also, there is nothing really in the supporting text about what an applicant is meant to do with regards to light pollution – not to the detail of what to do if there is noise pollution.

Relevant part of NPPF

The Broads and the setting of the Broads is protected at NPPF paragraph 176 and it also has dark skies, as per para 185 c.

Proposed change to the policy

e. the dark skies of the area, through addressing light pollution

f. noise pollution

Proposed change to supporting text

Information about what the Council expects an applicant to do to show how they have addressed impact on dark skies.

- **Policy CC13 3**

Comment

This says a bit more on dark skies and light pollution, but is only written as a 'should' whereas part 4 uses the word 'must'; and number 1 uses the word 'will'. What does using the word 'should' really mean? Why is light pollution and dark skies given a different wording, given all the supporting text says about the quality of dark skies?

Relevant part of NPPF

The Broads and the setting of the Broads is protected at NPPF paragraph 176 and it also has dark skies, as per para 185 c.

Proposed change

'Proposals for development ~~should~~ **must** minimise the impact on tranquillity and dark skies in North Norfolk and the adjoining Authorities' areas'.

- **Policy SS1 3 c**

Comment

Impact on the Broads (and AONB?) needs to be specifically mentioned here.

Relevant part of NPPF

The Broads and the setting of the Broads is protected at NPPF paragraph 176.

Proposed change

'The proposal is small scale, incremental growth compatible with the form and character of the village and its landscape setting in terms of siting, scale, design, impact on heritage assets and historic character **and the Broads**; and'

- **Policy SS2 d and e**

Comment

I am surprised that these uses are to be permitted outside of/far from development boundaries which is likely to rely on use of private car to get to and from them. It is not clear why this is the case. This is of relevance to the Broads as some of the area of NNDC next to the Broads is classed as countryside. I would have expected, if a more permissive approach were required or desired, that text along the lines of i would be appropriate for d and e.

Relevant part of NPPF

The Broads and the setting of the Broads is protected at NPPF paragraph 176.

Proposed change

d. temporary and permanent accommodation for gypsies and travellers **where there is a demonstrable need for the development and where alternative sites within defined Settlement Boundaries are shown not to be available or suitable.**

e. community facilities and services including, but not limited to, community halls, health, education, places of worship and community led developments **where there is a demonstrable need for the development and where alternative sites within defined Settlement Boundaries are shown not to be available or suitable.**

- **Policy HC6**

Comment

Does not refer to the impact of telecommunications infrastructure on the setting of the Broads (and AONB?). This could be weaved into part b.

Relevant part of NPPF

The Broads and the setting of the Broads is protected at NPPF paragraph 176.

Proposed change

‘it has been demonstrated that the least visually intrusive option has been selected, including the use of innovative design and construction and/or sympathetic camouflaging and landscaping, **which does not impact on the Broads or its setting;** and’

- **Policy ENV1**

Comment

Needs to refer to the dark skies of the AONB and the Broads. ENV1 para 4 part c refers to tranquillity, but given the darkness of the skies of the AONB and Broads that is referred to in the Local Plan, dark skies needs to be mentioned specifically. I see reference to ‘nocturnal character’, but I am not really sure what that term means; I don’t see it explained anywhere – as mentioned, dark skies is talked about. If that is meant to refer to dark skies or addressing light pollution, then either say that or explain what nocturnal character means.

Relevant part of NPPF

Intrinsically dark skies is at para 185 C of the NPPF.

Proposed change

Either explain what nocturnal character is or be specific and talk about dark skies and light pollution.

- **Policy ENV2**

Comment

Paragraph 6.2.6 refers to dark skies which is supported, but there does not seem to be a mention in the policy itself – policy ENV2. I see reference to ‘nocturnal character’, but I am not really sure what that term means; I don’t see it explained anywhere – as mentioned, dark skies is talked about. If that is meant to refer to dark skies or addressing light pollution, then either say that or explain what nocturnal character means.

Relevant part of NPPF

Intrinsically dark skies is at para 185 C of the NPPF.

Proposed change

Either explain what nocturnal character is or be specific and talk about dark skies and light pollution.

- **Figure 8**

Comment

Needs to reference the BA Landscape Character Assessment – perhaps as a footnote?

Relevant part of NPPF

The Broads and the setting of the Broads is protected at NPPF paragraph 176.

Proposed change

Add a footnote to the part of the key that says ‘Broads Authority Executive Area’ that says something like ‘**There is a Landscape Character Assessment for the Broads which can be found here: Landscape Character Assessment (broads-authority.gov.uk)**’

- **Paragraphs 6.6.7 and 6.6.8**

Comment

The Broads have intrinsically dark skies too, so please mention the Broads.

Relevant part of NPPF

The Broads and the setting of the Broads is protected at NPPF paragraph 176 and it also has dark skies, as per para 185 c.

Proposed change

The Norfolk Coast Area of Outstanding Natural Beauty Partnership states as part of its 20 year vision that "the area will still be essentially unspoilt with a strong feeling of remoteness, peace and tranquillity, with wide skies, seascapes and dark night skies that show the richness and detail of constellations." (53) **The Broads Authority also has intrinsically dark skies that are protected through its Local Plan**

- **Policy HOU5 1 b**

Comment

Given that there is potential for Gypsy and Traveller and Travelling Showpeople accommodation to be away from settlements, we do not think that ‘minimises impacts’ is adequate. Our equivalent wording says ‘The site will not harm the setting of any heritage asset or any adverse impact on the character and appearance of the surrounding landscape’. By saying ‘minimises’, this implies some impact is acceptable.

Relevant part of NPPF

The Broads and the setting of the Broads is protected at NPPF paragraph 176.

Proposed change

b. ~~development minimises impact on the surrounding landscape;~~ **the site will not harm the**

setting of any heritage asset or any adverse impact on the character and appearance of the surrounding landscape.

- **Policy E6.**

Comment

This section does not mention the Broads. The type of development could impact the setting of the Broads. This issue can be addressed by referring to the setting of the Broads. at policy.

Relevant part of NPPF

The Broads and the setting of the Broads is protected at NPPF paragraph 176.

Proposed change

E6 1 d i: the defined special qualities of the Area of Outstanding Natural Beauty **and the Broads.**

E6 3 b i: the defined special qualities of the Area of Outstanding Natural Beauty **and the Broads.**

- **Policy E7.**

Comment

This section does not mention the Broads. The type of development could impact the setting of the Broads. This issue can be addressed by referring to the setting of the Broads at policy E7 3.

Relevant part of NPPF

The Broads and the setting of the Broads is protected at NPPF paragraph 176.

Proposed change

In all cases proposals must demonstrate measurable biodiversity net-gains; and that the proposal would not have a significantly detrimental impact upon: The key characteristics and valued features of the defined Landscape Type; **the Broads**, residential amenity; and the safety and operation of the local highway network.

- **Policy E8.**

Comment

This section does not mention the Broads. The type of development could impact the setting of the Broads. This issue can be addressed by referring to the setting of the Broads at policy E8 2.

Relevant part of NPPF

The Broads and the setting of the Broads is protected at NPPF paragraph 176.

Proposed change

In all cases proposals must demonstrate measurable biodiversity net-gains; and that the proposal would not have a significantly detrimental impact upon: The key characteristics and valued features of the defined Landscape Type; **the Broads** residential amenity; and the safety and operation of the local highway network.

- **Some other minor comments:**

Policy ENV 1b – should perhaps say ‘built and geological features’, as I take the term ‘cultural heritage’ to include historic structures

Section 20 – Ludham, para 20.0.2 and 20.0.03 references to the ‘Norfolk Broads’ change to Broads Authority Executive Area?

Appendix 3 – Department for Culture, Media and Sport

Document: New Build Developments: Delivering Gigabit-Capable Connections [New build developments: delivering gigabit-capable connections - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/consultations/new-build-developments-delivering-gigabit-capable-connections)

Due date: 28 February 2022 response has been sent in and any amendments will be sent in.

Status: Draft

Proposed level: Planning Committee approved

Notes

As the UK accelerates the deployment of new networks, there is a real opportunity for new build homes to be deployed with gigabit connectivity from the outset instead of at a later point with high civil works costs. Ensuring that all new build homes in England are built with gigabit-ready infrastructure and gigabit-capable connections will be a significant step towards delivering world-class digital infrastructure to the UK.

Proposed response

It is proposed that conversions of existing buildings should be required to meet this requirement through Part R which is supported in principle but I would suggest that the regulations should require it to be carried out in a manner that would reduce the amount of infrastructure as much as possible, e.g. so that each individual flat doesn't require a box (or whatever it may be) on the outside of the building. We are just thinking back to the issues with satellite dishes, where rather than having a communal system there would sometimes be numerous satellite dishes on a block of flats.

The consultation mentions all sort of external infrastructure that may be required. To me, it sounds as if each house would probably have a small box (like a gas / electricity meter box?) on the outside. Would the gigabit requirements need planning permission?

The consultation also mentions site-wide infrastructure that could potentially be much more intrusive. The document suggests cabinets, telephone poles, masts, ducts, antenna installations and towers could all be required. We would normally ask for planning permission or prior approval notification for some of these installations, but I can't find any reference in the document to planning permission being required. Without due consideration, these infrastructures could have the potential to harm the character and appearance of settlements and undermine the government's objectives to create 'beautiful places'.

Planning Committee

04 March 2022

Agenda item number 15

Appeals to the Secretary of State update - March 2022

Report by Senior Planning Officer

Summary

This report sets out the position regarding appeals against the Authority.

Recommendation

To note the report.

Application reference number	Applicant	Start date of appeal	Location	Nature of appeal/ description of development	Decision and dates
APP/E9505/C/21/3269284 BA/2017/0035/UNAUP3	Mr Henry Harvey	Appeal received by BA on 18 February 2021 Start date 26 April 2021	Land East Of Brograve Mill Coast Road Waxham	Appeal against Enforcement Notice	Committee Decision 8 January 2021 LPA Statement submitted 7 June 2021
APP/E9505/C/21/ 3276150 BA/2020/0453/FUL	Mr & Mrs Thompson	Appeal received by BA on 31 May 2021	Ye Olde Saddlery	Appeal against refusal of planning permission:	Delegated Decision 8 February 2021

Application reference number	Applicant	Start date of appeal	Location	Nature of appeal/ description of development	Decision and dates
		Start date 25 October 2021	The Street Neatishead	Change of use of outbuilding to cafe (Class E(b)) & pizza takeaway (Sui Generis)	Questionnaire submitted 1 November 2021 Statement submitted 26 November 2021
APP/E9505/Z/21/3276574 BA/2021/0118/ADV	Morrisons Supermarket	Appeal received by BA on 7 June 2021 Start date 5 October 2021	Morrisons Superstore, George Westwood Way, Beccles	Appeal against refusal of advertisement consent for a solar powered totem sign.	Appeal Dismissed 26 January 2022
APP/E9505/W/22/3291736 BA/2021/0244/FUL	Messrs T.A. Graham	Appeal received by BA on 31 January 2022	The Shrublands, Grays Road, Burgh St Peter	Appeal against refusal of planning permission: Proposed retention of timber tepee structure and use as glamping accommodation as farm diversification scheme.	Awaiting Start Date
APP/E9505/W/22/3291822	Mr P Young	Appeal received by BA on 1 February 2022	Marshmans Cottage Main Road A1064 Billockby	Appeal against refusal of planning permission: Revised width of building and change use of loft space, variation of	Awaiting start date.

Application reference number	Applicant	Start date of appeal	Location	Nature of appeal/ description of development	Decision and dates
			Fleggburgh	conditions 2 and 7 of permission BA/2020/0083/HOUSEH	
APP/E9505/W/22/3292073 BA/2021/0263/OUT	Mr M Gladwell & Mr R Remblance	Appeal received by the BA on 3 February 2022	Land Adjacent To And To The North West Of The Cottage Low Road, Shipmeadow, Suffolk	Appeal against refusal of planning permission: Outline Planning Application for 1no. dwelling including means of access.	Awaiting start date.
APP/E9505/W/22/3292450 BA/2021/0239/FUL	Mr Gavin Church	Appeal received by the BA on 9 February 2022	Priory Cottage St. Marys Road, Aldeby	Appeal against the refusal of planning permission: Use of land for siting 4 No. Bell Tents and 4 No. wash sheds with compostable toilets (retrospective)	Awaiting start date.

Author: Cheryl Peel

Date of report: 10 February 2022

Background papers: BA appeal and application files

Planning Committee

04 March 2022

Agenda item number 16

Decisions made by officers under delegated powers

Report by Senior Planning Officer

Summary

This report sets out the delegated decisions made by officers on planning applications from 24 January 2022 to 18 February 2022 and Tree Preservation Orders confirmed within this period.

Recommendation

To note the report.

Parish	Application	Site	Applicant	Proposal	Decision
Barton Turf And Irstead Parish Council	BA/2021/0484/HOUSEH	Herongate Hall Road Barton Turf Norfolk NR12 8AR	Mr James Bullen	Detached garage	Approve Subject to Conditions
Dilham Parish Council	BA/2021/0470/HOUSEH	The Moorhens 5 The Street Dilham Norfolk NR28 9PS	Mr Gary Ross	Demolition of attached garage and erection of single storey rear extension, porch and detached garage	Approve Subject to Conditions

Parish	Application	Site	Applicant	Proposal	Decision
Gillingham Parish Council	BA/2021/0481/FUL	Land Opposite 23 Kings Dam Gillingham Norfolk	Mr N Baxter	New open fronted cattle barn	Approve Subject to Conditions
Mautby Parish Council	BA/2021/0400/FUL	Mautby Marsh Farm, River Cottage Marsh Farm (Track) Mautby NR29 3JD	Ms G Andrews	Detached residential annex	Approve Subject to Conditions
Oulton Broad Parish Council	BA/2021/0448/FUL	111 Bridge Road Lowestoft Suffolk NR33 9JU	Mr Matthew Jary	Retractable awnings & shop signs (retrospective)	Approve Subject to Conditions
Potter Heigham Parish Council	BA/2021/0504/HOUSEH	Four Winds 99A North East Riverbank Potter Heigham Norfolk NR29 5NE	Mr Paul Jacob	Alterations including replacement roof, rainwater-goods, shingles, patio doors, defective windows and cladding. Replace lean-to shed on west elevation and porch on east elevation. Add veranda with balustrade to south elevation.	Approve Subject to Conditions
Salhouse Parish Council	BA/2021/0414/FUL	Car Park Salhouse Broad Lower Street Salhouse Norwich Norfolk	Messrs Henry and Thomas Cator	Extension to car park & improvements to cycle parking	Approve Subject to Conditions

Parish	Application	Site	Applicant	Proposal	Decision
South Walsham Parish Council	BA/2021/0288/HOUSEH	Staitheside 1 Fleet Lane South Walsham Norwich NR13 6ED	Mr Bernard Barnett	Like-for-like retrospective replacement of 65m of quayheading along garden frontage to South Walsham Broad.	Approve Subject to Conditions
Stalham Town Council	BA/2021/0451/COND	Wayford Park River Holidays Wayford Road Wayford Bridge Norfolk NR12 9LL	Mr Adrian Cook	Incorporate shipping container into building, variation of condition 2 of permission BA/2017/0376/FUL retrospective.	Refuse
Stokesby With Herringby Parish Council	BA/2021/0181/FUL	Land Adjoining Tiedam Mill Road Stokesby With Herringby Norfolk	A.W. Plant Services Ltd	Residential development of 2 no. semi-detached townhouses and 2 no. detached houses	Approve Subject to Conditions
Surlingham Parish Council	BA/2021/0455/FUL	Coldham Hall Sailing Club Coldham Hall Carnser Surlingham Norfolk NR14 7AN	Mr Nigel Kippin	Extension to clubhouse including solar panel, new ramped access and sewage treatment plant	Approve Subject to Conditions
Surlingham Parish Council	BA/2021/0444/FUL	Coldham Hall Sailing Club Coldham Hall Carnser Surlingham Norfolk NR14 7AN	Mr David Taitt	Replace jetty with floating pontoon and access ramp. Install pontoon dock adjacent to quay heading.	Approve Subject to Conditions

Parish	Application	Site	Applicant	Proposal	Decision
Thorpe St Andrew Town Council	BA/2021/0475/FUL	Boat Yard Girlings Lane Norwich Thorpe St Andrew NR7 0FB	Mr White	Internal alterations to convert existing first floor mezzanine to office accommodation, external alterations, raise roof, new windows, new first floor decking and external exit staircase.	Approve Subject to Conditions
Wroxham Parish Council	BA/2021/0476/FUL	Barnes Brinkcraft Staitheway Road Wroxham Norwich Norfolk	Barnes Brinkcraft Ltd	Replace 274m of quayheading (part retrospective)	Approve Subject to Conditions

Tree Preservation Orders confirmed by officers under delegated powers

Parish	Address	Reference number	Description
Beccles Town Council	21 Northgate Beccles Suffolk NR34 9AS	BA/2021/0006/TPO	Tree [T1] Horse Chestnut
Langley with Hardley Parish Council	Church Farm Lower Hardley Road Hardley Norfolk NR14 6BU	BA/2021/0007/TPO	Tree [T1] Corsican Pine

Author: Cheryl Peel

Date of report: 23 February 2022